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magazine

Issue 149 November 2019

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FIRST REVIEWS

BACHMANN'S
ALL-NEW 'J72'



PLUS Dapol Class 50 for 'N' gauge and more!



FORMATIONS ENGINEERS TRAINS



30 realistic trains you can model with readily available locomotives and rolling stock

DIGITAL CONTROL

Twin Track Sound for
'O' GAUGE



We show how Hornby's budget sound decoders can be used with 'O' gauge diesels

LATEST NEWS

MINORITIES

A classic trackplan set in the London suburbs



PLUS

REDHILL

A busy 'OO' loft layout

BELLINGHAM

Final years of steam in 'OO'

- Bachmann shows latest samples
- Cavalex Class 91 CAD drawings
- Rails expands 'Terrier' collection
- Revolution reveals new 'N' projects

KEY



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MASTER

Part Ten

RailMaster Revealed - Programming

In last month's article we looked at the first part in a two-part series on programming within the Hornby RailMaster software. Following a look at an overview of programming and the capabilities of the software, in this article we shall be looking in more detail at some aspects of programming and things to bear in mind when automating your layout.

This month's article is rather technical and we shall now look at the various resources on your layout that you can automate from within RailMaster.

Start (secs)	Resource	Resource Name
1		Locomotive
		Signal
		Points
		Other function
		Program Command

resources is shown in graphical and text format, as can be seen to the right. You can see that you are able to select locos, signals, points and other things for control. The first three are straightforward and allow you to control everything on your layout. The last two, "Other function" and "Program Command" contain some sophisticated functions that we will see later.

If you select a loco to control, you will notice that all of the locos on your roster are listed. This is convenient and saves you having to find a loco's DCC ID and enter it. Once you have selected a loco, if you list your locos again later in the creation of your program, the ones you have used will be listed at the top, saving time searching through the list. The same applies when selecting signals and points. If, in the future, you want to swap out a particular loco from within your program for another one, you can do this very easily using a single menu option.



RailMaster's programming interface works on the WYSI WYG principle. That is, What You See Is What You Get. This means that you do not have to search for things. For example, when you click on the resource column, a list of available

Resource	Resource Name
	0001 Class 101 3-car DMU BR green
	0001 Class 335 Hitachi 'Blue Rapier' 3-car
	0002 0-4-0 No.101 GWR green
	0002 Class 101 3-car DMU BR green
	0003 0-6-0P1 Class 2721 GWR green
	0003 4-6-2 'Bon Accord' Peppercorn BR blue
	0003 Class 08 0-6-0 'DB Schenker' '08523'
	0003 Class 390 Virgin Pendolino 4-car

When you have selected your desired loco to control, you will see on the next column all of the things you can do with that loco. This list includes all motion

activities, including special custom acceleration and deceleration commands and the control of every sound and light function, by name, for a given loco.

The same principle applies to signals, allowing you to set both semaphore and colour light signals through all available sequences. The key thing is that you do not need to know any DCC IDs for resources on your layout. Nor do you need to refer to crib sheets of loco functions and what their numbers do.

Instruction	Note
Forward to cruise	
Reverse to cruise	
Forward to shunt	
Reverse to shunt	
Forward to [50]	
Reverse to [50]	
Accelerate Forward [a] to [b]	
Accelerate Reverse [a] to [b]	
Decelerate Forward [a] to [b]	
Decelerate Reverse [a] to [b]	
Stop	
F0: Lights on/off	
F1: Sound on/off	
F2: Whistle long	
F3: Whistle 2 burst	
F4: Brake squeal	

The Most Straightforward PC Model Railway Control System

RailMaster brings this all together to make life as easy as possible.

Now that we have seen how you can select a loco, for example, this is what a typical entry on the programming screen may look like.

Start (secs)	Resource	Resource Name	Instruction	Notes/Start Position Details
1		0003 Class 08 (4-6) 'DB Schenker' 185223	F1: Lights on/off	Start at siding A facing away from buffers

In the above example, one second into the program (this could of course be zero) loco 3, a class 08 will turn its lights on. You will notice in the notes column is an aid memoir to remind us to place the loco in siding A to start, facing away from the buffers. The programming system is quite smart as it will check for possible errors such as turning a latching function on but not turning it off again and will warn you.

Other resources

We have seen how you can list all locos, points and signals on your layout and select them for control, but of you have additional items, such as a DCC-enabled turntable, these can be listed using the "Other function" icon. If you do not have any turntables or such on your layout, the "Other function" list will be empty.



Resource	Resource Name
	Turntable - port: 094 Tipper - port: 0095

If you do have a turntable or Hornby motorised tipper or conveyor, these will be listed as in the example shown. As a turntable may be a common installation, we have selected it so that you can see the various options available. In this case, an old Hornby turntable has been made workable for DCC using a standard loco decoder, such as Hornby's R8249. In a later article we shall look at how you can turn the Hornby manual turntable into a DCC-enabled one, which can be controlled nicely by RailMaster with the press of a single button. You can see from the list that RailMaster can automate the turning of the turntable bed through eight different positions, both clockwise and anticlockwise.

Program command

The final part of programming we shall look at is the Program Command option, which allows quite a few sophisticated additional things to be done. Several commands allow you to activate or deactivate the entire Loco Detection system, or just individual sensors. We shall look at these in more detail in a later article dedicated to the Loco Detection system.

Using the Chain program command, you are able to insert another program from your hard drive into the current program at a selected time position. This can be useful for injecting a small routine, such as a shunting operation, into an existing program. This can achieve while sophisticated automation results.

An interesting feature is the Clock chimes function. Turning this on allows you to direct the recorded sound of the chiming of an old English country church clock every quarter hour to either the left or right speaker. It is actually quite charming and follows your RailMaster clock time.

Inserting an "End program" command into a program will stop execution at that point and can be useful for testing.

The "Message" function allows you to display a message on the screen for a number of seconds at various points in your program. This can be useful at things like exhibitions, to show visitors what a program is currently doing. You can also programmatically move your track plan around as though you were dragging it with your finger or mouse using the "Move plan" function. You can also enlarge and reduce your track plan in and out using various Zoom commands.

The "Play sound" command is particularly useful as it allows you, within a program, to play a WMV or MP3 sound file. Hundreds of sounds are included with RailMaster including many station announcements in both a male and female voice, which can be directed to the left or right speaker (in effect at two stations) as well as ambient sounds such as a burning house, plane flying overhead and even a train crash – perish the thought. You can also record or download your own sounds and play them back within programs.

There are also several things you can do with RailMaster's clock, such as run it at a particular scale speed in accordance with the scale you are using and you can also set it to a desired start time within programs.

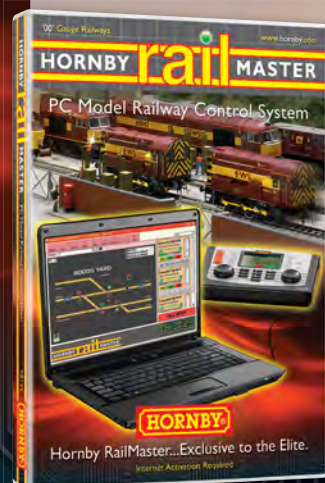
Finally, if you want to have a program, or part of it repeat, you can achieve this with the Repeat...End Repeat commands.

Start (secs)	Resource	Resource Name	Instruction
0		0003 CO-CO 'The Hundred of Hoo' EWS Sound	F1: Sound on/off
4		Program command	Repeat [2] Times
5		0003 CO-CO 'The Hundred of Hoo' EWS Sound	Forward to shunt
10		0003 CO-CO 'The Hundred of Hoo' EWS Sound	Reverse to shunt
15		0003 CO-CO 'The Hundred of Hoo' EWS Sound	Stop
16		Program command	End Repeat
17		0003 CO-CO 'The Hundred of Hoo' EWS Sound	F1: Sound on/off

In the example shown, a loco "The Hundred of Hoo" has its sound turned on, then it moves forward to shunting speed, reverses and then stops. This part is contained within a Repeat...End Repeat structure that runs two times, before moving on to the last command to turn the loco's sound off again.

As you can see, RailMaster has quite a powerful, yet comparatively easy-to-understand programming system, where nothing is hidden from you. It can take a little while to get to grips with programming and it certainly requires some trial-and-error, but once grasped, it brings a new level of enjoyment to a layout, watching things happen all on their own. It is definitely worth the investment in time.

Activate loco detection
Activate sensor [n]
Chain program:
Clock chimes on (left)
Clock chimes on (right)
Clock chimes off
Deactivate loco detection
Deactivate sensor [n]
End Program
End Repeat
Message [message here] 5
Move plan [x,y]
Pause message
Play sound:
Repeat [n] Times
Set clock: hh:mm:ss
Set clock: Actual
Scale clock off
Scale clock on
Zoom 150%
Zoom 125%
Zoom 100%
Zoom 75%
Zoom 50%



Email support@rail-master.com to give suggestions for any future topics about computer control for model railways and in particular Hornby's RailMaster system.

The power is at your fingertips!

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HORNBY magazine

November 2019

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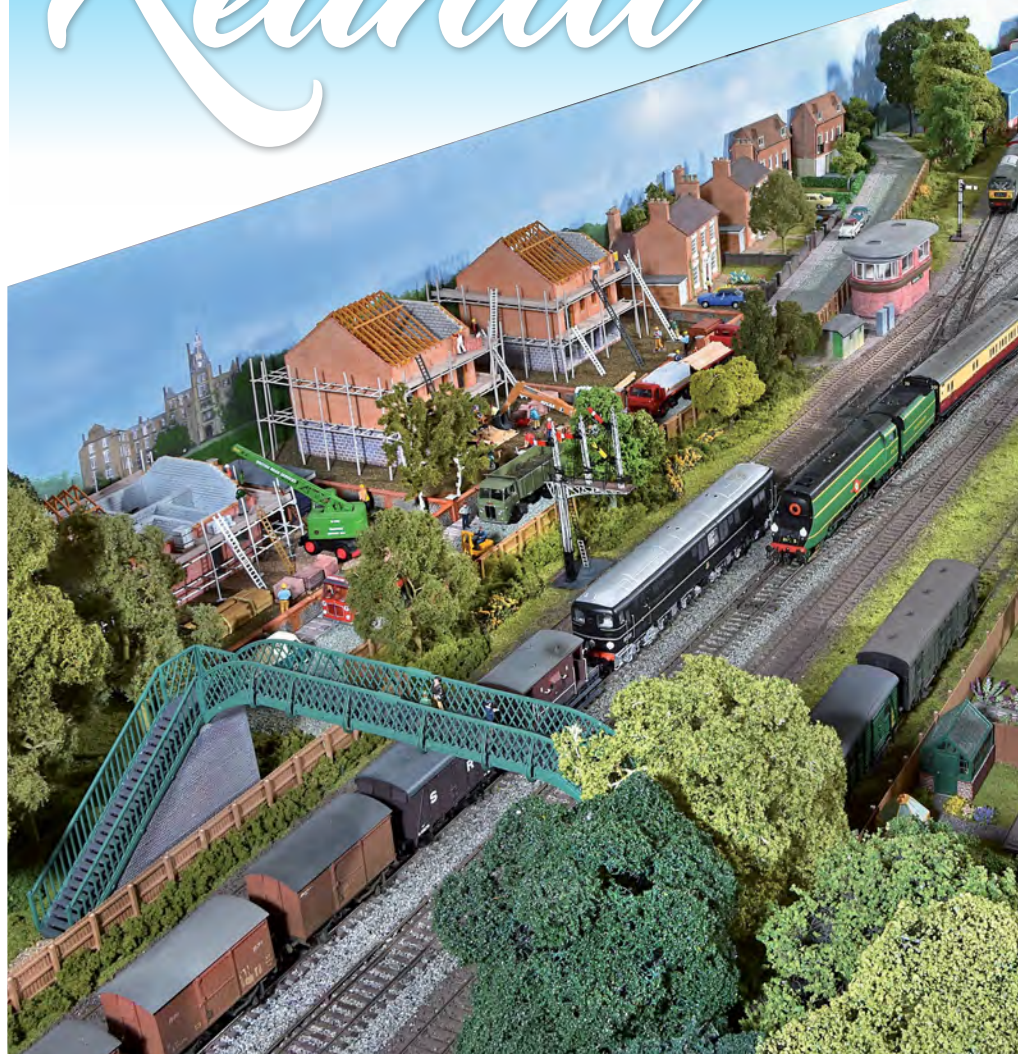
HORNBY magazine

LATEST OFFERS

See pages 28-29 for full details.

Redhill²⁰

A Southern junction in the loft.



WE SHOW YOU HOW!

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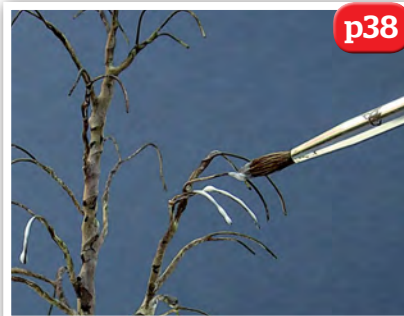
TRAIN FORMATIONS

Mark Chivers looks to BR's departmental wagon fleet with a selection of engineering train formations that can be modelled using readily available 'OO' gauge rolling stock and motive power.

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MAKING A SCENE

Anthony Reeves shows you how to build realistic looking trees in this third part of our 'OO' gauge autumnal project.



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WORKBENCH

Tim Shackleton offers 20 top tips for modelling realistic empty wagons for the steam and diesel era.

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DIGITAL CONTROL

Mike Wild installs budget Twin Track Sound in an 'O' gauge Class 40, with outstanding results.



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Mike Wild introduces the latest issue of *Hornby Magazine* and looks forward to the autumn exhibition season.

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UPDATE

A round-up of all the latest news with project updates from Hornby and Bachmann, new 'N' gauge announcements from Revolution Trains, we preview the forthcoming Spalding Model Railway Exhibition and much more, plus you could win a Hornby 'OO' Southern suburban train worth £300 in our exclusive competition.

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REDHILL

Set on BR's Southern Region, Richard Foot showcases his superb 'OO' gauge loft layout which models this famous location on the Brighton Main Line during the 1950s and '60s.

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BUILDING YOUR FREE KIT

Scalescenes' John Wiffen guides you through building this issue's exclusive free 'OO' gauge low relief railway works frontage kit.

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Modelling an imagined extension of the Moorgate 'Widened Lines', this portable 'EM' gauge layout reflects a busy suburban terminus during the late 1960s/early 1970s, as Tom Cunningham reveals.

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REALITY CHECK

Evan Green-Hughes recalls the North Eastern Railway's popular and long-standing 'J72' 0-6-0Ts.

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BELLINGHAM

Daniel Reitmann's extensive 32ft x 14ft 'OO' gauge layout models the final years of BR steam from his home in Germany.

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RAILWAY REALISM

Evan Green-Hughes concludes his round up of stock changes on the current railway scene with a look at re-engineered locomotives and rolling stock.

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Preparations are underway for *Hornby Magazine's* 'N' gauge exhibition layout, Barrenthorpe Shed, to make its first public appearance in three years. Mike Wild explains.

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Meet the *Hornby Magazine* team and find out what makes them tick.

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- 76** Bachmann LNER 'J72' 0-6-0T for 'OO'

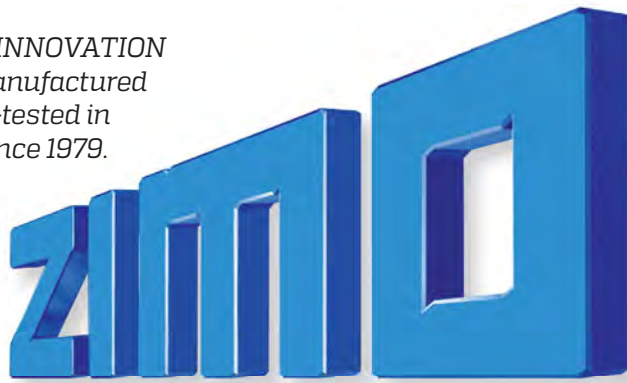
ALSO REVIEWED...

Sonic Models makes its manufacturing debut, along with new releases from Bachmann, Dapol, Gaugemaster, Kernow Model Rail Centre and more.



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Welcome

THE EDITOR'S PAGE



THE AUTUMN exhibition season is here and model railways are back on TV with the arrival of the second series of *The Great Model Railway Challenge* during September. We've been keeping up

to date with the new series on Channel 5 and it has been great to see what the new teams have been building.

The Great Model Railway Challenge is perfectly timed for the autumn show season. Our next big event is the Great Electric Train Show at the Marshall Arena in Milton Keynes on October 12/13. The *Hornby Magazine* team is itching to open the doors to this year's event which is set to be our biggest

yet - we said that last year and we have added even more to the line-up. Thirty layouts, more than 50 trade stands, demonstrations and our new Kids Zone with interactive exhibits make up the show. Discount advance tickets are on sale until October 4, so be quick to get yours at the best price.

That show is at the top of our priority list, but there are many other exhibitions to visit this autumn. We will be at the Spalding Model Railway Exhibition on November 2/3 and the Warley National Model Railway Exhibition on November 23/24 at the NEC in Birmingham.

This issue of *Hornby Magazine* is packed to the rafters as always and we've even got a brand new free building kit from Scalescenes.com for you to build. Full instructions are on pages 48-53 and you can download extra features from Scalescenes.com to make it even better. We'd love to see your finished

buildings - email your pictures to us at hornbymagazine@keypublishing.com.

Price rises are a touchy subject, but the cover price of *Hornby Magazine* will be rising by 10p from the December issue. However, you could avoid the increase and even save yourself money by taking out a subscription. There are various options available and, if you do it in the next couple of weeks, you'll be subscribing at less than the current cover price. The postman will even deliver it for you!

We hope you enjoy the latest issue and we look forward to meeting as many readers as possible at this autumn's events.

Mike Wild

Mike Wild
Editor, *Hornby Magazine*

IN YOUR MAGAZINE NOVEMBER 2019

FREE SCALESCENES 'OO' KIT

Free with this issue is a brand-new Scalescenes kit to create a railway works facade. You can download interior and roof parts from Scalescenes website too.

FIRST REVIEWS

66 'N', 'OO' and 'O' gauge new releases headline this month's reviews. Highlights include Dapol's Class 50, Bachmann's J72 'O-6-OT' and Ellis Clark Trains' BR Mk 1 suburbans.

FORMATIONS

32 Engineering trains are a popular subject for model railways and can span from single wagons to 30+ wagon formations. Mark Chivers presents 30 engineers trains that you can model with readily available rolling stock.

DIGITAL CONTROL

90 Hornby's Twin Track Sound 'OO' gauge decoders have been well-received. We present a method to use them with 'O' gauge ready-to-run diesels. In this detailed step by step guide we show how we have done it with a Heljan Class 40.

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Twin Track Sound for 'O' GAUGE
We show how Hornby's budget sound decoders can be used with 'O' gauge diesels

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PLUS REDHILL A busy 'OO' loft layout
BELLINGHAM Final years of steam in 'OO'

MINORIES
A classic trackplan set in the London suburbs

WIN! A 'OO' SUBURBAN TRAIN

An exclusive chance to win a Hornby 'Schools' 4-4-0 and three Bulleid 59ft corridor coaches worth £300 in our latest competition. Turn to page 16 to find out how to enter online and by post.

FEATURE LAYOUTS

- 20 REDHILL:** Richard Foot reveals how he modelled this busy Southern Region junction station in 'OO' in his loft.
- 56 MINORIES:** Tom Cunnington of the Model Railway Club used a classic Minories trackplan for this fantastic London layout.
- 96 BELLINGHAM:** Daniel Reitmann set out to model the final years of steam in Britain with his ambitious 'OO' gauge layout.

LATEST NEWS

- Bachmann product updates for 'OO' and 'N'
- Cavalex reveal Class 91 CAD and prices
- Rails expands 'OO' gauge 'Terrier' collection
- Revolution plan new 'N' gauge models

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Hornby shows first... 'PRINCESS ROYAL'



HORNBY has received the first full engineering samples of its new 'OO' gauge model of the

LMS Stanier 'Princess Royal' 4-6-2. The samples are currently being inspected and are subject to revisions before production. The first

release, due in winter 2019/2020, will cover three locomotives. Their identities are 6201 *Princess Elizabeth* in LMS lined crimson (Cat

No. R3709), 46206 *Princess Marie Louise* in BR lined blue with early crests (R3711) and 46207 *Princess Arthur of Connaught* in BR lined

48DS APPROVED



Hornby's new Ruston 48DS diesel shunter is supplied with a Conflat wagon which has extra pick ups. The locomotive can be run without the wagon too if required.

The eagerly anticipated Hornby 'OO' gauge model of the tiny Ruston 48DS four-wheel diesel-mechanical (4wDM) shunter is expected to arrive this autumn. The first model scheduled for release is 458957 in John Dewar & Sons red and white (Cat No. R3705).

Each 48DS is supplied with a Conflat match truck which can be connected to the locomotive to provide extra

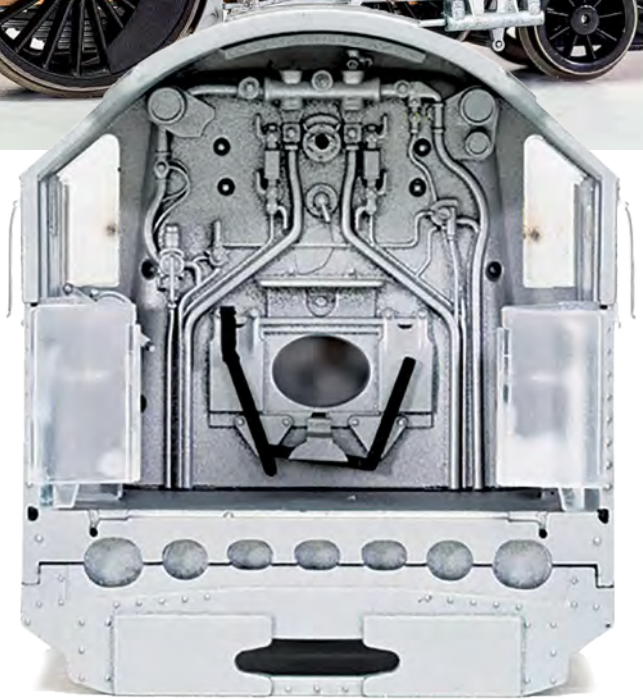
pick-ups. The engine has a compact motor and a 4-pin DCC decoder socket allowing it to be retrofitted with a decoder for digital operation.

Four versions are due for release this autumn with 458957 due to be joined by 269595 in Ruston and Hornsby lined green (R3704), Army 802 in War Department green (R3706) and *Queen Anne* in Longmorn Distillery brown and cream (R3707).



● Visit www.hornby.com for more information.

SAMPLE



crimson with late crests (R3713). All will be available DCC ready and DCC fitted – the latter with a factory-fitted Hornby decoder.

The new 'Princess' is priced at £189.99 DCC ready with an 8-pin socket, and £204.99 DCC fitted. ● Visit www.hornby.com

NEW CLASS 92S INBOUND

A trio of new liveries is set for release on Hornby's popular Class 92 dual-voltage Co-Co electric this autumn. The colourful liveries model 92023 in the new Caledonian Sleeper teal (R3740), 92043 *Debussey* in GBRf Europorte blue and orange (R3741) and 91 53 0 472 001-3 *Mihai Eminescu* in DB Cargo



92023 in Caledonian Sleeper teal.

Romania red and grey (R3742F).

The new releases are priced at £84.99 and feature directional lights, an 8-pin decoder socket, positional plastic pantographs, a five-pole motor and the ability to negotiate a minimum of second radius curves.

● Visit www.hornby.com for more information.



92043 in GBRf Europorte livery.



DB Cargo Romania liveried Class 92.

GRAFFITI CCT DECORATION SAMPLE

Hornby has shown a decorated sample of its graffiti-covered BR Mk 1 Covered Carriage Truck (CCT) in Express Parcels livery. The four-wheel van is priced at £20.99 (Cat No. R6919) and is due to be released this autumn. It has turned metal wheels and large tension lock couplings. ● Visit www.hornby.com for more information.



Bachmann shows LATEST PROGRESS

THE LATEST development samples have been revealed by Bachmann for 'OO' and 'N' gauge together with new delivery timescales for products including the steam crane, Class 158/159, Class 24/1 and more.

Bachmann has also revealed the first engineering samples of its new models of the Direct Rail Services Class 20/3 for 'OO' and the Class 319 four-car EMU for 'N'.

The latest 'OO' schedule sees the Worsdell 'J72' 0-6-0T arrive during October (see Reviews) to be followed by the steam crane in December. The Class 24/1 is due in January 2020 to be followed by the Class 117, Class 121 and Class 158/159 in the first half of the new year. The GWR '94XX' 0-6-0PT and Midland '1F' 0-4-4T are due in summer 2020 while the Class 20/3 is expected to be in the shops by the end of 2020.

The 'OO' Class 117, 121, 158 and 159 have all now reached the



Rails expands all-new 'OO' gauge 'Terrier' collection

Rails of Sheffield has announced six additional 'Terriers' for release on its new and exclusive 'OO' gauge model of the London, Brighton and South Coast Railway 0-6-0T.

The 'Terrier' is being produced for Rails of Sheffield by Dapol. The specification includes a die-cast chassis and running plate, firebox flicker, die-cast wheels, a sprung centre driving wheel, a five-pole motor, DCC sound compatibility and a Next18 decoder socket. It will also cater for original 'A1' and later 'A1X' variants.

Delivery of the first batch is expected from late October with the original six models now set to be joined by the following new additions: LBSCR 'A1' 0-6-0T 40 *Brighton* in LBSCR Stroudley Improved Engine Green (4S-



010-007), WCPR 'A1X' 4 in WCPR lined green (4S-010-008), LBSCR 'A1' 643 in LBSCR lined umber (4S-010-009), GWR 'A1X' 6 in GWR green (4S-010-010), Isle of Wight 'A1X' W9 *Fishbourne* in Southern

Railway lined olive green (4S-010-011) and Ex-Isle of Wight 'A1X' 32650 in BR lined black with early crests (4S-010-012).

Prices are set at £110 for DCC ready versions, £140 for DCC fitted

models and £239 for DCC sound fitted models. The latter will use recordings taken from 32678 at the Kent and East Sussex Railway.

● Visit www.railsofsheffield.com for more information.

'N' gauge Class 321 breaks cover

Revolution Trains has received the first engineering sample of its new 'N' gauge model of the Class 321 four-car AC overhead electric unit.

The model features detail differences between the driving cars, a posable pantograph with an etched metal head, working head and tail lights, illuminated

destination blinds and interior lighting. Power couplings are provided between cars to allow a single DCC decoder to power the full train.

The Class 321 will be joined by the three-car ScotRail operated Class 320 which uses the same driving cars either side of the power car.



● Visit www.revolutiontrains.com for more information.



IN 'OO' AND 'N'

decorated sample stage. Bachmann has confirmed that all four units will have a low-level drive system allowing virtually full-depth interior detail, a single decoder socket to power the full train and twin motors (one in each driving car) for the Class 117, 158 and 159. A speaker will also be factory fitted in each driving car while the sound equipped Class 159 will use a Zimo 21-pin decoder to control its motor, lights and audio functions.

For 'N' gauge the Class 319 is the highlight of the latest product samples. It features directional and interior lighting, four-pin power couplings between the cars to allow a single Next18 decoder to power the full train as well as a



factory installed speaker. A release date is to be confirmed with the engineering samples currently being evaluated for revisions by the Bachmann development team.

Also shown for 'N' gauge were decorated samples of the Thompson corridor carriages, modelling LNER faux teak and BR carmine and cream liveried vehicles

together with decorated samples of the BR Mk 2Fs. The Mk 2Fs will be released in BR blue and grey and InterCity colours while the Mk 2F Driving Brake Second Open (DBSO) will feature a Next18 decoder socket and directional lighting. Both the Mk 2s and Thompsons are due to be released in early 2020.

● Visit www.bachmann.co.uk for more information.



SEE A FULL GALLERY

● Visit www.hornbymagazine.com to see a full Gallery of the latest Bachmann sample images.

IN BRIEF

■ Online model railway retailer Hobby Trax is preparing to launch in Scotland in October and is offering a 10% discount voucher for customers who sign up to its website. Hobby Trax will stock Hornby, Dapol, Gaugemaster, Train-Tech, Expo Tools, Jarvis scenic products, Ancorton and Superquick building kits, P&D Marsh detailing and scenic models and more.

● Visit www.hobbytrax.co.uk for more information and to sign up for the 10% discount voucher.



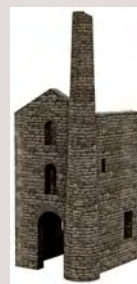
■ The High Wycombe and District Model Railway Society is preparing for its annual exhibition on November 2 when 29 layouts including Ealing Road from the 2018 *Great Model Railway Challenge* will be on display. The event is held at The Cressex Community School, Holmers Lane, High Wycombe HP12 4UD and is open from 10am-5pm. Layouts in 'Z', 'N', 'OO', 'HO', 'EM', 'S', 'O' and 'G' gauges will be present together with trade support. A vintage bus service will operate between High Wycombe railway station, Wycombe town centre and the venue via the park and ride car park at Handy Cross Hub.

● Visit www.hwdmrs.org.uk for full details and prices.

■ Kernow Model Rail Centre's sought after Bachmann Scenecraft derelict Cornish engine house is making a return for 'OO' gauge. The cast resin building was first produced in 2013 and has since been unavailable.

The new production is priced at £29.99 per building with delivery anticipated in late September as *Hornby Magazine* closed for press. It will be available from Kernow's Guildford and Camborne shops.

● For more information visit www.kernowmodelrailcentre.com.



■ Great Eastern Model Railways in Norwich is hosting a digital taster day on December 6 2019 in association with Train-Tech and Coastal DCC. The free event will be hosted at the Great Eastern Models Norwich store between 10am and 3pm with workshops and demonstrations running throughout the day.

● Register your interest by emailing gemodels199@gmail.com or phone 01603 431457.

FINAL CALL

The 2019 Great Electric Train Show takes place on October 12/13 at the Marshall Arena, Stadium MK, in Milton Keynes. It will host 30 working model railways, more than 50 trade stands, demonstrations and a new Kids Zone offering interactive exhibits for younger visitors.

The event opens at 10am each day (09.30am for advance and

VIP ticket holders) and closes at 5pm on Saturday October 12 and 4pm on Sunday October 13. Free parking is available on site. The full venue is disabled-accessible. A free shuttle bus will be running from Milton Keynes Central railway station every half hour from 9am each day for visitors arriving by rail on the West Coast Main Line.

Show highlights include manufacturer stands from Hornby, Dapol, Accurascale, Hatton's

and KR Models, a specialist trade zone, demonstrations of weathering, building construction, digital control, rolling stock construction and more.

Tickets are available to purchase on the day. Prices are set at £12 for adults, £9 for children, £34 for a family (2+3) on Saturday. Up to two children will be admitted free with each paying adult on Sunday only. Discount advance ticket sales close on October 4 – call 01780 480404 to book or for more detail and the full exhibit and trader lists visit www.greatelectrictainshow.com.



New 'N' gauge PROJECTS REVEALED



REVOLUTION Trains has revealed five new projects at the recent International N Gauge Show headlined by a proposal for the Class 313 and 314 three-car Electric Multiple Units (EMUs). The unit project is joined by the announcement of four new wagons for the scale.

The Class 313/314 units will be Revolution's third ready-to-run EMU project for 'N' gauge following the Class 390 Pendolino and the currently in development model of the Class 321 four-car EMU (see separate story). Revolution will

model both the dual-voltage Class 313 (Great Eastern and Southern regions) and the overhead AC Class 314 (Scottish Region).

Proposed liveries include BR blue and grey, Network SouthEast, Silverlink, First, Southern and Network Rail yellow. The final livery selection will be announced when Revolution opens the order book for the units.

With the success of its 35ton Class B oil tankers, Revolution is planning a model of the Class A petrol tankers which use the same chassis but with a longer barrel used to transport the

lighter form of fuel. The 1950s built tankers will be offered in Esso, Mobil and Staveley Chemicals liveries. Revolution is also proposing use of the same chassis to model the MTV/Zander stone and departmental wagons for 'N' gauge together with a further run of Class B tankers.

For modern era modellers the VTG-operated FWA 'Ecofret' short-wheelbase container flat twin and triple sets have been earmarked for development in 'N' gauge. These wagons are designed to carry 40ft or pairs of 20ft containers on each platform and

they are currently in service with DB Cargo, Freightliner and GBRf. The models will have a metal spine with moulded deck and spigot detail. CAD drawing work has been completed and Revolution expects to open the order book soon.

Completing its round of new releases is the addition of the IWA Holdall and Timber carriers for 'N' gauge. These were previously announced for 'OO' (HM148). Full details were to be confirmed as *Hornby Magazine* closed for press.

● Visit www.revolutiontrains.com for the latest information.

REVOLUTION SHOWS DECORATED CAR CARRIERS



The latest decorated samples of Revolution Trains' new 'N' gauge model of the STVA car carrier twin-sets have been received. Revolution is offering flat, staked

and covered twins as well as covered quad sets with prices starting at £37 for twin sets and £78 for four-wagon sets. The order

book is currently set to close after the Warley National Model Railway Exhibition on November 23/24 (subject to approval of the

decorated samples) with the aim of production and shipping before Chinese New Year in 2020.

● Visit www.revolutiontrains.com for more information.



HATTON'S RECEIVES DECORATED 'O' GAUGE 'A4s'

The first full decorated samples of Hatton's new ready-to-run 'O' gauge Gresley 'A4' 4-6-2 have been received for inspection.

The 4-6-2 is being produced

exclusively for Hatton's by Heljan and 19 different versions will be available on release priced at £750 each. Liveries will cover LNER Garter blue, silver and apple green as

well as BR lined blue and BR lined green with early and late crests.

First in for inspection are 4468 *Mallard* and 4464 *Bittern* in classic LNER Garter blue. The Hatton's

team is currently evaluating these samples and is expecting to release the production models in December 2019.

● Visit www.hattons.co.uk.

DAPOL SHOWS LATEST 'O' GAUGE SAMPLES



Dapol has released images of the latest decorated samples of its 'O' gauge GWR '14XX' 0-4-2T and BR 8ton banana van.

The '14XX' is due to be released in early 2020 offering GWR and BR liveries and covering the '48XX', '14XX' and non-auto

fitted '58XX' number series. The specification includes a die-cast running plate, die-cast wheels, compensation, a 21-pin decoder socket, firebox flicker, sprung buffers and more. Prices start at £225 for a DCC ready version rising to £400 for DCC sound models.



Also breaking cover are decorated samples of the BR 8ton banana van for 'O' gauge. It is being released with two running numbers on BR early and late bauxite liveries with either Fyffes or Geest branding and yellow spots. The vans follow Dapol's highly popular BR 12ton

box vans and features the same chassis coupled with turned metal wheels, sprung three-link couplings and sprung buffers. The banana vans are priced at £49.95 with release anticipated in late 2019.

● Visit www.dapol.co.uk for more information.

Flangeway 'Salmon' sample

Footplate Models has released images of the first engineering sample of its Flangeway 'Salmon' bogie engineering wagon. The wagon features a die-cast deck detailed with plastic underframe fittings.



The first releases will model 1980s period wagons in engineers grey and yellow. Prices and a

release date are to be confirmed. Flangeway has also stated that they are currently checking the first sample to ensure that it can cater

for future developments including ASF bogies and rail cranes.

● Visit www.footplate.co.uk for more information.

CAVALEX REVEALS CLASS 91 RENDERS AND SPEC

Cavalex Models has revealed the first 3D CAD renders of its new 'OO' gauge model of the Class 91 Bo-Bo electric.

The new Class 91 will cover both Class 91/0 and Class 91/1 variations with prices set at £179.99 for DCC ready versions and £259.99 for DCC sound fitted models. Sound will be provided by Legomanbiffo using an EM2 speaker.

The specification for the



locomotive includes day and night lighting modes, flush glazing, scale speed gearing, sprung buffers and correct nose grilles for the locomotive. Cavalex

is also working on the pantograph, couplings and a simple DCC

installation which doesn't require the body to be removed.

Four locomotives have been selected for the first production run modelling 91003 in InterCity Swallow colours, 91124 *Reverend W Awdry* in GNER blue, 91116 in LNER red and white and 91119 *Bounds Green InterCity Depot 1977-2017* in its current InterCity scheme.

● Visit www.cavalex.com for more information and pre-orders.

SPALDING

MODEL RAILWAY EXHIBITION 2019

SPALDING MODEL RAILWAY CLUB'S annual model railway exhibition, sponsored by *Hornby Magazine*, returns to the Springfields Events Centre in the town on November 2/3 2019.

More than 30 layouts are booked to attend this year's show including *Hornby Magazine's* 'N' gauge Barrenthorpe Shed (HM114) making its first exhibition appearance in three years. It will be joined by David O'Rourke's East Anglian country terminus, Burnham, in 'OO'; Graham Nicholas' superb 'OO' representation of Grantham station in the 1930s, Farnham and District Model Railway Club's 'O' gauge Haydon Square, Mike Bisset's 'O' gauge Ladeside Diesel Depot (HM65), Richard Holder's 'OO9' layout Launceston, Robin Fox's 'N' gauge Stamford East, Wakefield Railway Modellers Society's 'OO' gauge Troutons TMD and many more.

The show has also built a reputation for outstanding continental and European outline

layouts. This year's exhibition includes Michael Roualle's 'HO' scale Klapping, Ian Milroy and Robin Marie's 'HO'/'HOe' scale San Maria Gandia, Spalding Model Railway Club's 'HO' scale Lincoln River Canyon and Axel Klozenbuecher's 'Oe' scale Zauberswald. Another highlight is Tony and Kate Bennett's depiction of the RAF base at Habbaniya, Iraq in 1941 which makes use of forced perspective in a small space.

Hornby Magazine's editorial team will be there all weekend with Barrenthorpe, as will the *Hornby Magazine* trade stand with a selection of special show-only offers on models and subscriptions.

Bachmann will also be visiting the show once again, with its display cabinets chock-full of forthcoming releases and the latest in-development engineering prototype samples, while a wide selection of trade stands is planned, which this year includes The Model Centre (TMC) attending the show for the first time, with

its range of custom-finished locomotives and rolling stock. Also attending are ADM Turntables, Digitrains, D&E Videos, Green Scene, Kytes Lights, Cheltenham Model Centre, Ten Commandments, Megapoints Controllers, P&D Marsh, Squires Tools, Train-Tech, Petite Properties and more.

For those wishing to acquire new hobby skills, Tony Wright, Peter Goss and Paul Bason will be demonstrating their extensive modelling expertise. Members of the Fenland and Spalding Model Club will show you how to achieve realistic weathering finishes too.

Doors open at 10am both days (9.30am for wheelchair and disabled visitors) at the Springfields Events Centre, Camel Gate, Spalding PE12 6ET. Tickets are priced £8 for adults, £7 for concessions and accompanied children will be admitted free. Refreshments, including hot food, will also be available throughout the weekend.

● Visit www.spaldingmodelrailwayclub.org.uk for more details.





Above: Mike Bisset's Ladeside Depot models a Scottish Region diesel servicing point and stabling sidings in 'O' gauge. It featured in HM65.

Below: Hornby Magazine's 'N' gauge layout Barrenthorpe is making its first outing in three years at the Spalding Model Railway Exhibition on November 2/3. A 'Black Five' crosses over at the junction with a Bradford-Bournemouth train as a Class 24 moves into the goods loop with a van train.



THE DETAILS

Event:	Spalding Model Railway Exhibition
When:	November 2/3 2019
Where:	Springfields Events Centre, Camel Gate, Spalding, PE12 6ET
Times:	Sat 10am-5pm, Sun 10am-4.30pm
Website:	www.spaldingmodelrailwayclub.org.uk
Prices:	Adults £8, concessions £7, accompanied children free

SPALDING MODEL RAILWAY EXHIBITION LAYOUTS 2019

LAYOUT	OWNER	GAUGE
Ambleton Vale	Ray Taylor/Anna Bass	'N'
Barrenthorpe Shed	Hornby Magazine	'N'
Burnham	David O'Rourke	'OO'
Ellasweet Beet Factory	Graham Morfoot	'OO'
Emsworth	Ben Adlington	'OO'
Farmers Drove	Stephen Farmer	'N'
Grantham	Graham Nicholas	'OO'
Great White River Navigation, Extraction and Steam Packet Co	Raven Miniatures	'On30'
Habbaniya, Iraq 1941	Tony and Kate Bennett	Forced Perspective
Hartley Poole	Richard Hart	'N'
Haydon Square	Farnham and District MRC	'O'
Heybridge Wharf	Mike Corp	3mm
James Street	Steven Wright	'N'
Klapping	Michael Roualle	'HO'
Ladeside Depot	Mike Bisset	'O'
Launceston	Richard Holder	'OO9'
Lincoln River Canyon	Spalding MRC	'HO'
Lisworth Bay	John Spence	'N'
Mackenzieville Yard and Glendale Junction	Ian Wilson	'N'
Passage Lane TMD	Robert Potter/Charlotte Saunderson	'OO'
San Maria Gandia	Ian Milroy/Robin Marie	'HO' and 'HOe'
Small N Workings	Ian Redman	'N'
South Town	Chris Trafford	4mm Finescale
South Walton	Simon Challis	'N'
Stamford East	Robin Fox	'N'
Templeford	The Tandy Family	'O'
The Vale of Maentwrog	Paul Bason	4mm Narrow Gauge
Timber Valley	Dale Gillard	'OO9'
Troutons TMD	Wakefield RMS	'OO'
Webbs Wharf	Dr Michael Watts	'O'
Zauberwald	Axel Klozenbuecher	'Oe'

WIN! A SOUTHERN SUBURBAN TRAIN

**WORTH
£300**

HORNBY MAGAZINE and Hornby are offering an exclusive competition to win a Maunsell 'Schools' 4-4-0 and a three-car set of new Bulleid 59ft corridor carriages for 'OO' gauge. All will be finished in matching period Southern Railway livery.

This exclusive prize creates an authentic late Southern Railway era stopping train. The Maunsell

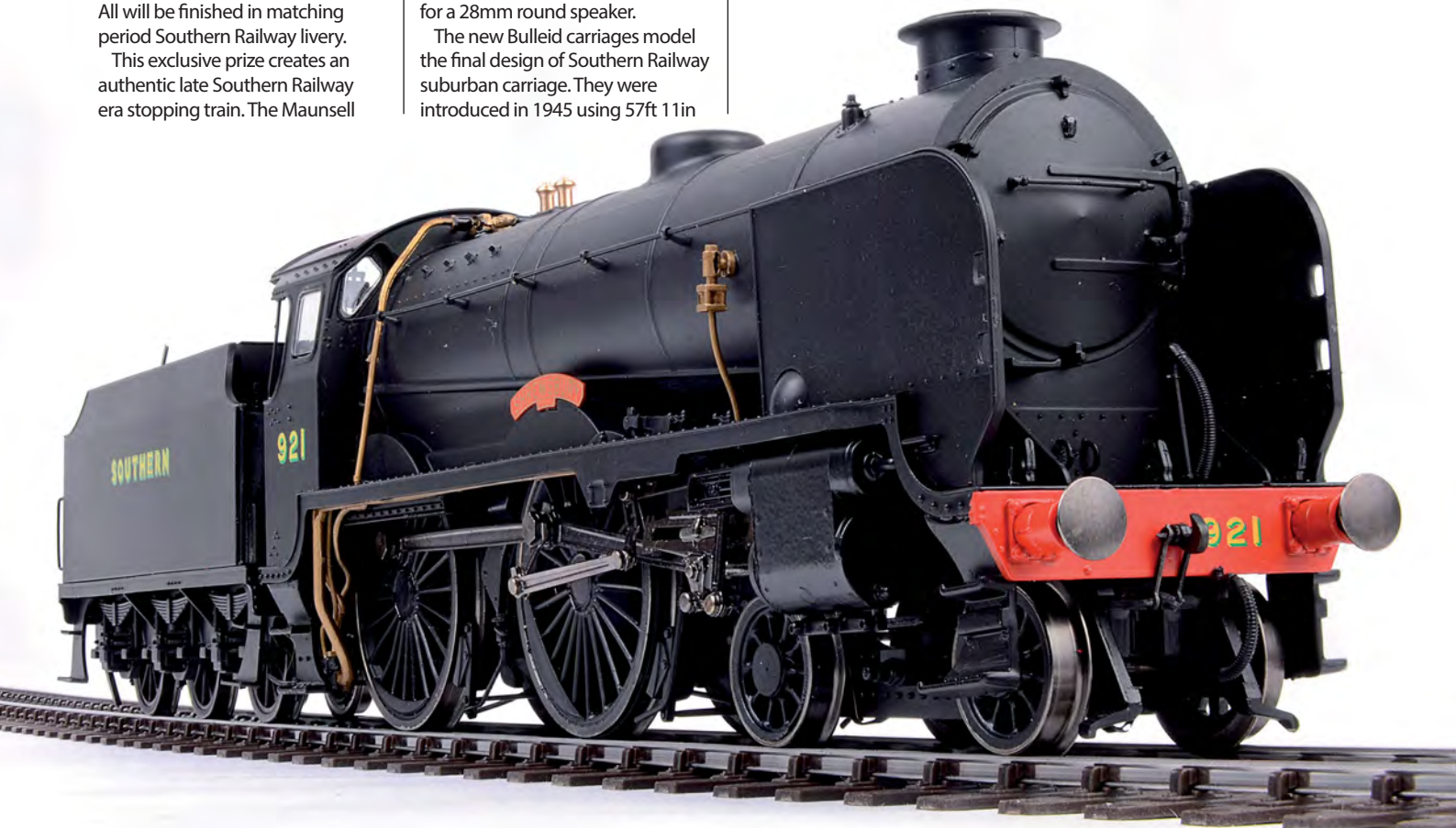
'Schools' models 921 *Shrewsbury* in Southern Railway wartime black with Bulleid sunshine lettering on the tender (Cat No. R3458). It features a five-pole motor in the locomotive, an 8-pin DCC decoder socket in the tender and space for a 28mm round speaker.

The new Bulleid carriages model the final design of Southern Railway suburban carriage. They were introduced in 1945 using 57ft 11in

Maunsell underframes built at Lancing Works in 1938. They were formed into three car sets consisting of a Brake Third Corridor, Composite Corridor and a Brake Third Corridor. The prize includes a trio of vehicles to form an accurate set consisting of

BTK 2845 (Cat No. R4884), CK 5711 (R4882) and BTK 2846 (R4884A).

To enter the competition and be in with a chance of winning this superb 'OO' gauge train, all you have to do is answer the following simple question by November 25 2019.



QUESTION

Which of these stations is on the Southern Railway network?

- A.** London King's Cross
- B.** London Waterloo
- C.** London Marylebone

WANT TO KNOW MORE?

- Visit www.hornby.com for more information about the Maunsell 'Schools' and to see the full range of new 'OO' gauge Bulleid 59ft carriages for the SR and BR periods.

HORNBY®



HOW TO ENTER

- For your chance to win, simply visit www.hornbymagazine.com, click the competition tab on the menu and fill in the online entry form. Alternatively, send your name, address, email and answer to: 'Hornby Magazine Southern Suburban Competition', Key Publishing, PO Box 100, Stamford, Lincolnshire PE9 1XQ, UK. The closing date for entries is November 25 2019 at 12:00 GMT and the winners will be notified no later than December 1 2019. There is no cash prize alternative and the Editor's decision is final. Competitions are not open to employees of Key Publishing, Hornby, their family members or anyone else professionally connected to the company. No purchase necessary.

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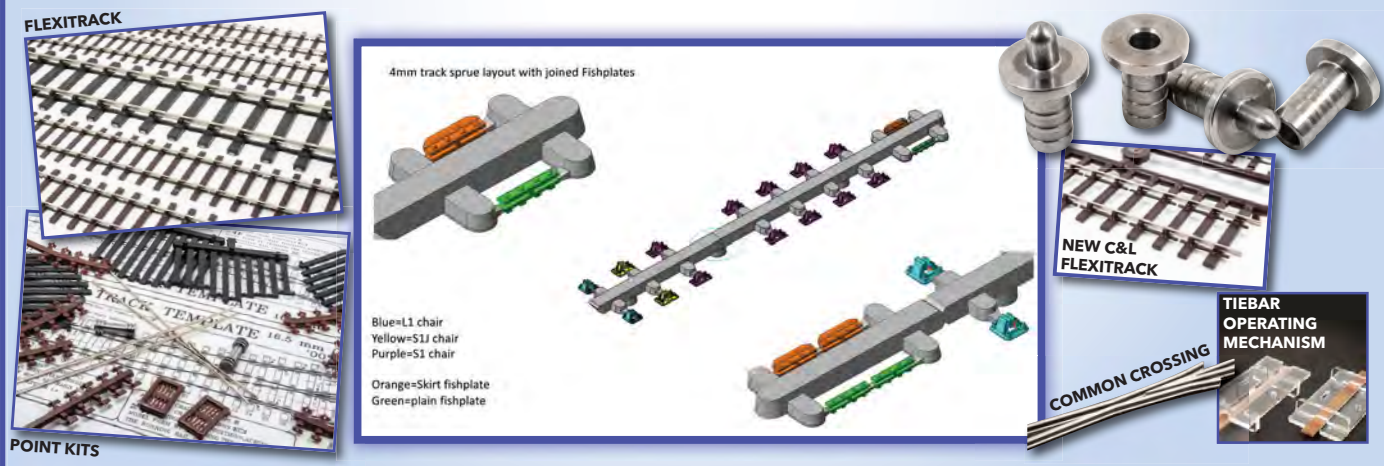
Easy build point kits contain all of the parts required to construct a complete turnout, all of the kits contain ready-made common crossings 1.4 to 1.9, machine switch blades

- types A / B and matching template. You can choose chair, sleeper type and track gauges to suit your scale OO, SF, EM, P4, F7 or S7.

Standard turnouts, left and right hand, diamond crossings, single slip, double slip, three-way turnouts.

Other useful materials include copper clad strip, track timbers and board alignment dowels.

Two all new 4mm rail chair spurs with two and three bolts should be available by the time you see this advert.



DCC concepts

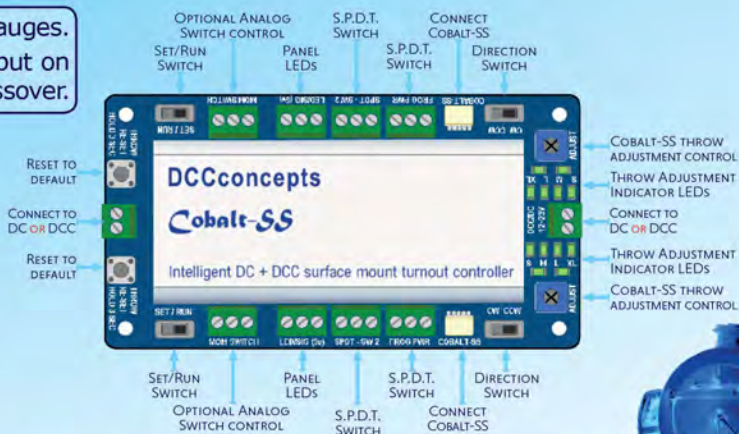
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So small that it can be almost hidden in the ballast, yet strong enough for all common scales. Very stable stepper motors provide the drive power... and all motor connections are plug-and-play.

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This picture of Cobalt-SS is presented here full size



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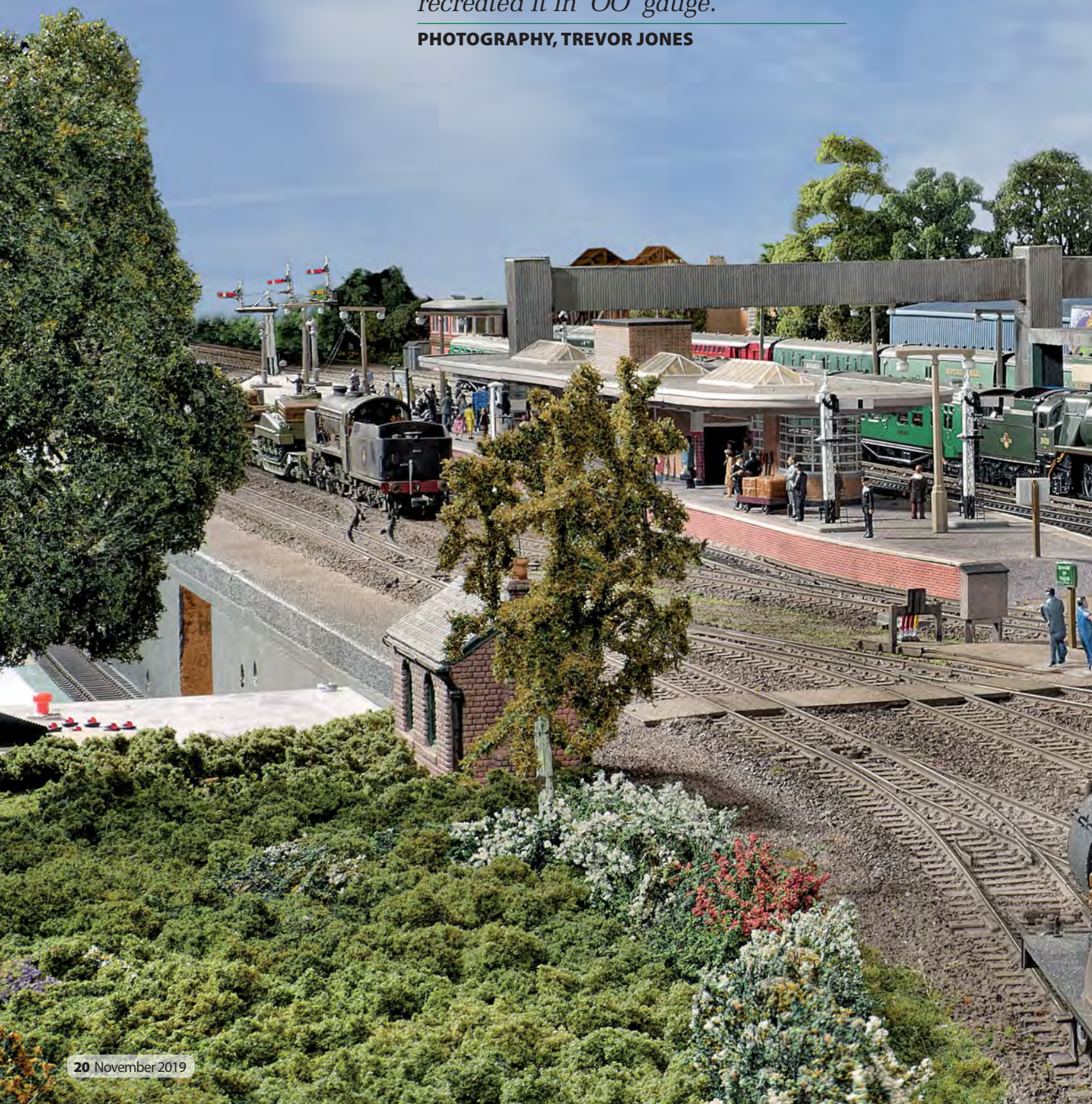


**PFA WAGONS IN 1:76.2/00 SCALE
AVAILABLE TO ORDER NOW**

Redhill

*This famous Southern Region station is the setting for a spectacular home-based layout by **RICHARD FOOT**. He explains how and why he recreated it in 'OO' gauge.*

PHOTOGRAPHY, TREVOR JONES



SCALE
4mm:1ftGAUGE
'OO', 16.5mmSIZE
28ft x 12ftPERIOD
1950-1967CONTROL
DCC, ESU Ecos

AS A REGULAR commuter on the Southern Region of British Rail from Redhill to London Victoria over three decades until 2000, I have always had a great interest in the workings at Redhill station. Redhill was initially opened as Red Hill and Reigate Road in 1841 with various name changes until it was renamed Redhill in 1929. Two companies operated out of the station: the South Eastern & Chatham Railway (SECR) and the London Brighton & South Coast Railway (LBSCR). There was always a great conflict between these two companies, so the LBSCR decided to avoid the town entirely by building a bypass route through disused sand quarries and two new tunnels. This route became known as the 'Quarry Line'.

Redhill has always been a complicated station to work with several conflicting

routes converging from Tonbridge from the east and Guildford from the west. To complicate matters, there are only three platform faces and of these only two are available to deal with all the train movements from the diverging lines. There is also a regular and constant flow of traffic on the Brighton Main Line needing to stop at Redhill. Ever since opening, railwaymen have found this junction very demanding, especially during heavy use on the east-west line due to traffic having to reverse in the station. Further, there are extensive sidings, a large engine shed, turntable and maintenance facilities. Overall, a complicated setup.

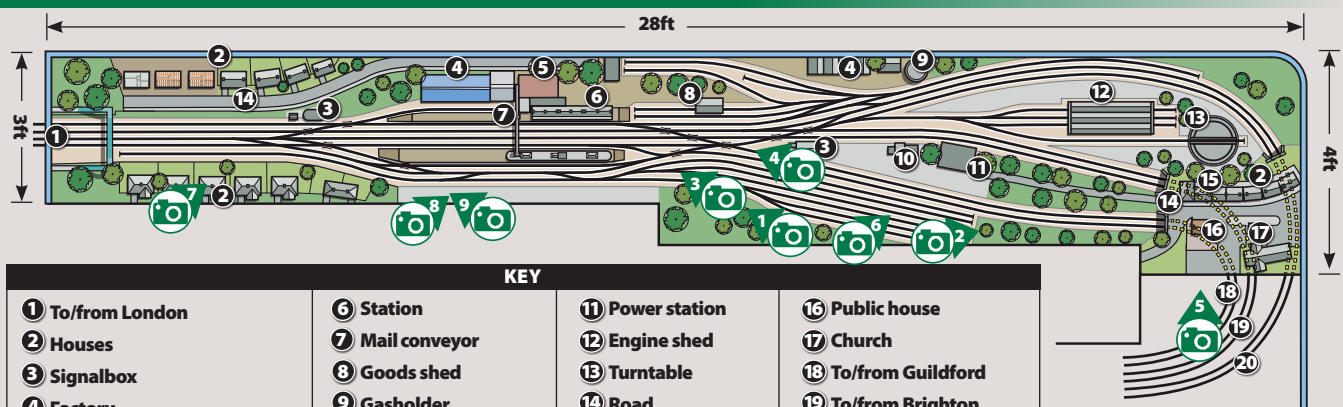
This situation still exists today, although only this year a new platform was opened on a disused siding. All this makes for an exciting model railway with a great deal of operating potential with demanding train movements to achieve a realistic operation.

The layout is based permanently in the loft of my house and the scenic area measures 28ft x 4ft at its fullest. It is a circular system with the possibility to work end-to-end if required. There are two storage yards, one for the main Brighton line based on a curve at the end of the layout (adding a further 6ft to its length) and one for the branch lines based on the far side of the plan. The era which I have chosen to model is the Southern Region of British Railways in the 1950s and early 1960s before the end of steam. Even so, I do run trains and liveries outside this period if the mood takes me. This layout can best be described as giving a flavour of the area rather than being a precisely accurate model - although the track layout at the station and the surrounding junction is quite accurate. One visitor was able to recognise it as Redhill within moments of seeing the model. »

1 A Bulleid rebuilt 'West Country' 4-6-2 thunders through the centre roads at Redhill with a down train. In the foreground Drummond 'T9' 4-4-0 30313 and Maunsell 'S15' 4-6-0 30843 simmer in the sidings.



REDHILL TRACK DIAGRAM (Not to scale)



Left: Redhill had large locomotive sheds and servicing facilities including a large turntable which have been modelled as part of the layout. On the main lines, a 4-CEP is approaching from Brighton while a 'Schools' has charge of a Southern Region service from Guildford.





A 4-COR EMU passes through the station on its way to the south coast. The platforms are MDF covered with Metcalfe brick papers and surface textures.

Below: Richard employs leeway to the era of Redhill to allow him to operate locomotives from outside of the usual 1950s-1960s period of the station. In this general view, Bulleid 1-Co-Co-1 diesel 10201 passes an original air-smoothed Bulleid 'Merchant Navy' 4-6-2 as it departs from the station. In the distance, the diverging main lines can be seen with the Brighton Main Line in the centre.



CONSTRUCTION

The baseboards are built from 20mm x 65mm softwood topped with 9mm ply and then with a 12mm soft fibreboard laid on top. This has proved to be successful in keeping noise to a minimum and making it easy to fix track pins, scenic items such as fence posts and lineside accessories. The boards were painted dark grey to seal the surface before track laying started.

The track plan follows as near possible the original prototype railway and was laid out and wired by the skilful hands of the Old Barn Model Craftsmen and Allen Etheridge. The track is Peco code 75 and is based on its geometry. Where appropriate the outside third rail is fitted using Peco Individulay components. All the track was spray-painted with Phoenix Precision Paints Track Dirt, making sure the point mechanism was not affected by the paint. »



4 Left: South of the station there is a large goods facility. The sand working on the left is being marshalled back on to the mainline while a 4-VEP has paused at the station.

5 Right: A small fictitious town near the engine shed disguises the fact that all three double-track main lines converge together before entering the storage yard at the rear of the layout.

6 Below: At the south end of Redhill station trains can take one of three routes to Tonbridge (left), Brighton (centre) and Guildford (right). The Class 205 'Thumper' DEMUs are approaching from Tonbridge while the 'Manor' and 'Schools' on the right occupy the Guildford lines.



I used Gaugemaster medium grade ballast glued in place with a 50/50 mixture of PVA wood glue and water. I rather like the Gaugemaster ballast as it has a mix of tones in the stones and looks very realistic. The ballast in the sidings was further painted all over with Track Dirt to give a look of age and poor maintenance. Where engines stand in the station and Diesel Multiple Units (DMUs) wait, the ballast is painted an oily black colour. The engine shed roads are naturally covered in coal dust and dirt and only the railheads are left clean.

DIGITAL CONTROL

The layout is DCC controlled using the ESU Ecos system. This is an excellent system and gives the user a significant number of different functions. All the locomotives are sound fitted either with ESU Loksound or Zimo decoders. Audio profiles come from a variety of suppliers, each with their good and bad points. There is no doubt that the sounds are improving all the time, particularly for steam locomotives. The early sound chips had no coasting feature which is now becoming much more commonplace.

I elected to keep the point and signal control under a conventional analogue system with a stud and probe arrangement for the points and push-buttons for signals. This avoids having to remember a multitude of DCC accessory addresses as well as those for locomotives. The control panels (there are three) have LEDs fitted to show the direction of the points. Without this feature it would be impossible to work the layout. I am using Peco solenoid point motors fitted with frog polarity and microswitches which work well, but the microswitches can be a little temperamental at times.

All the semaphore signals are operational. The simple upper quadrant signals are motorised Dapol products, but the complicated bracket signals are exquisitely custom made by Tony Gee using servo motors. These have been produced for me to match the trackwork at the complicated >>

junction and to protect the routes leading to the junction turnouts. They are not interlocked with the points as I like to be able to set them independently according to the needs at the time. They are worked from the control panel using push-buttons placed in proper positions. One always must be very alert to ensure the signals are set correctly according to the planned movement and that the train does not pass the signal at danger.

BUILDINGS AND STRUCTURES

Apart from the engine shed, which is kit-built, all the buildings are ready-to-use from the proprietary makers. These aren't exact copies of the prototype buildings, but they offer a compelling appearance, particularly when viewed from typical distances. At the Brighton end of the layout, the ground rises to conceal the fact that although it looks as if the branch lines disappear in different directions, they converge into the storage yard on the far side of the layout.

The raised ground is made from papier-mâché covered with Woodland Scenics grass cover with plenty of trees and bushes. Trees come from several suppliers, but some of the best are from Ceynix. There is a small town on the raised level with a church and several cameos, including a wedding. At the London side of the layout, the scenic area is marked from the storage yard by a footbridge spanning two main lines and two sidings. The footbridge is a heavily modified Hornby model which has been extended to span the tracks.

Extensive use has been made of ready-made houses on this side of the station with many different cameos of activity in the various gardens. The station itself is well-populated with figures from the leading suppliers. I have mounted the characters on thin clear plastic so they can be moved around without damaging the platform surfaces with glue. The platforms themselves are formed from MDF cut to shape and covered on the sides and surface with Metcalfe papers and self-adhesive stone with white line edging papers. I decided that the length of the platforms should accommodate a locomotive and seven coaches as an acceptable compromise with regards to getting the right appearance for mainline train operation.

ROLLING STOCK

The rolling stock is all from the main suppliers except for two Electric Multiple Units (EMU) - a 4-COR unit and a 2-BIL and 2-HAL combined unit which have been made from kits by professional builders. Since EMUs dominate this layout, most of the ready-to-run trains are available to run. The most notable is the Golden Age 'Brighton Belle' unit, which is a lovely model and runs very well. There is also a 'Thumper' four-car unit, with very realistic sound which plies between Redhill, Tonbridge and Guildford.

Steam traction is provided by a wide range of locomotives which would have run on these lines. Redhill was a major shed (75B) and had several locomotive classes allocated to it. It also handled many locomotives from



other sheds which terminated at Redhill. For instance, a GWR 'Manor' with chocolate and cream coaches arrived from Reading on the Guildford line. This terminated at Redhill, uncoupled, moved to the turntable, possibly re-coaled and returned to the station ready for the return journey.

Another interloper which is available on the layout, and could often be seen at holiday times, was a Stanier 'Black Five' 4-6-0 with LMS/BR coaches travelling from the Midlands to Brighton. This makes a change to all the regular Southern locomotives. As all the engines are fitted with sound, it can be quite overpowering when several are running at busy times.

Most of the trains, particularly the passenger trains, are made up of fixed rakes which are housed in the storage yards ready to take their turn. However, freight stock is shunted in the sidings, especially in those alongside the Tonbridge line.

All the locomotives have been detailed to some extent with some having been weathered, particularly the freight engines. All are fitted with a crew and have had real coal added to replace the plastic coal loads which come as supplied. I have kept the small tension lock couplings between locomotive and train but removed the tension hook at the front on most engines apart from those locomotives which need to work in reverse.

A full set of detail parts have been fitted on the front buffer beams, particularly scale coupling hooks. To reduce the distance between coaches, I have used Kadec couplings. All coaches have been provided with flexible corridor connections supplied by Modeller's Mecca so that no gaps show between vehicles. This offers a real improvement in appearance.

FIRST PROJECT

Although I have been interested in model railways since a boy, this is the first layout I have been able to build, made possible since taking early retirement. Previously due to a shortage of space, time, finance

Above: A suburban train formed of Bachmann 'Birdcage' carriages departs Redhill for Croydon and London in the hands of LBSCR 'H2' 4-4-2 2421 South Foreland as a Drummond '700' 0-6-0 approaches with a goods working. In the station a Class 47 is at the head of a mail train while a 2-BIL and 2-HAL EMU formation is collecting passengers.

Below: Redhill station with a plethora of Southern Region motive power in attendance. The Royal Mail conveyor transferred mail bags between the platforms and is a scratch-built addition to the station.



and family commitments, it had proved impossible to make a start. I did at one time take an interest in 'EM' gauge which I considered to be a very satisfactory way of achieving a near scale gauge, but I felt it was a step too far when building a large complicated layout like Redhill.

I have enjoyed building Redhill, which has given me a real interest in retirement and which has taken the best part of ten years to complete. It has been a great project, and I have enjoyed visiting many model railway exhibitions and meeting various knowledgeable people along the way.

Finally, I must thank the following people and businesses who have helped, either directly or indirectly, in building the layout: Chris Peters for his expertise in fitting sound decoders in many of my locomotives. Allen Etheridge for his skill in track laying and wiring. Tony Gee for building the exquisite bracket signals, Old Barn Model Craftsmen for drawing out the original track plan and Morris Models for general help, advice and supplies. [Horn](#)



Above: A 'Brighton Belle' five-car Pullman unit hurries through Redhill – it must have been diverted from the Quarry Line due to engineering works. A 4-CEP unit is passing through the station in the opposite direction heading for London.



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Mike Wild
Editor

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Andy B, via Facebook

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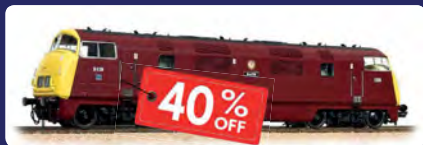
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BR Engineers' Trains

Regular maintenance and renewals are key to the safe and efficient operation of the rail network. **MARK CHIVERS** looks to British Rail's departmental wagon fleet and presents a selection of typical train formations from the 1950s to the 1990s that can be readily modelled in 'OO'.





Stanier '8F' 2-8-0 48532 works hard in preparation for the climb to Peak Forest as it passes Buxton Junction with a fully laden rake of 'Mermaid' tipplers on February 28 1968. Ballast trains like this have been an important part of the railway's duties and continue to be so today, even though the wagons have changed greatly.

[Paul Claxton/SA Archive/Railphotoprints.uk.](#)

THROUGH the years, dedicated teams of maintenance staff and engineers have helped keep the railway running with regular checks of the permanent way, signalling and telecommunications equipment, repairing and replacing as necessary. A fleet of specialist rolling stock enables plant and materials to be transported between depots and worksites supporting the engineers.

Whilst there were some new builds, a good proportion of these departmental vehicles were hand-me-downs from redundant revenue stock with some receiving a new lick of paint, while many were rebuilt or converted to make them more suitable for their new roles. Each of the subsequent wagon types also received a distinctive 'fishkind' moniker as a means of helping staff identify the many different vehicles employed.

BR operated a wide variety of train types for the transportation of ballast, rails, sleepers, track panels, signalling, structures and other materials. Equally important was providing a means to carry redundant equipment away following a line possession and even, at times, recovery of track and infrastructure following line closures.

During the week, a well-versed operation would ensure empty ballast wagons were transported to regional quarries, replenished and returned to their respective yards ahead of their next turn of duty, usually at the weekend. While this was taking place, other departmental stock would be marshalled in accordance with the next job's requirements, sometimes resulting in an eclectic mix of wagons. In addition to the traditional wagon fleet, BR's strategic breakdown cranes were also occasionally called upon to supplement the civil engineering department's smaller cranes at worksites for lifting larger structures into place.

From a modelling perspective, Bachmann, Dapol, Heljan and Hornby offer a good selection of suitable 'OO' gauge motive power together with an impressive line-up of rolling stock ranging from ballast hoppers to bogie bolsters and spoil wagons to ballast ploughs. Smaller manufacturers have also rallied to the departmental cause with the likes of Flangeway Models' ZJV 'Mermaid' side-tipping ballast wagons and Kernow Model Rail Centre's YCV 'Turbot' bogie ballast wagons and ZAA 'Pike' open wagons. Exclusive

collaborations through traditional channels have resulted in The Model Centre's (TMC) Bachmann-produced ZDO/ZVO 'Winkle' barrier wagons and Cheltenham Model Centre's recently released ZDV pipe and ZGV Tube wagons resplendent in the Satlink colour scheme adopted by BR's Signal and Telecommunications (S&T) department.

Hornby's 75ton breakdown crane and a growing collection of re-liveried Breakdown Train Unit (BTU) support vehicles from Bachmann, Dapol and Hornby, may also come in useful. Looking to the future, Bachmann is currently developing a 'OO' gauge 45ton Ransomes and Rapier steam crane in Southern Railway black, Great Western Railway black and BR red, while Hatton's exclusive 'OO' gauge YBO 12ton Plasser and Theurer General Purpose Crane will enable more prototypical formations to be created. This type of crane often appeared within engineering train formations at worksites. Another project on the move again is Flangeway Models' 'Salmon' bogie track panel wagon for 'OO' (see Update).

In terms of other specialist equipment, Bachmann offers a motorised Plasser and Theurer OWB10 track machine with crane and 07-16 track tamping machine within its 'OO' gauge range, although strictly speaking these are to 'HO' scale. Further 'HO' scale ready-to-run track machines are also available in the Viessmann range, which includes a fully functioning Plasser and Theurer 09-3X track tamping machine. A motorised ready-to-run 'OO' gauge 07-16 track tamper is also available through Britannia Pacific Models.

While the selection of ready-to-run departmental wagons available for the period is impressive, there are also a few prototypes that are only offered as kits, including a good selection through Cambrian Models such as 40ton 'Walrus' and 50ton 'Whale' bogie ballast hoppers, 'Sturgeon' bogie rail/sleeper wagons, YSA 'Salmon' bogie flat wagons, ZEV 'Catfish' ballast hoppers and more. Make Your Mark Models manufactures 'OO' gauge kits of Plasser and Theurer's 12ton GPC and 12.5ton twin-jib cranes.

The following selection of mainly civil engineers' train formations offers a glimpse of operations between the 1950s and late 1990s, with seemingly limitless permutations given the diversity of the wagon fleet and motive power from this period. [View](#)



LNWR 'G2A' 0-8-0 BR black, early crests (Bachmann), 30ton bogie bolster wagon, LMS 20ton brake van – BR grey
 ● 1954 ● Location: Bickershaw Junction ● Service: Short engineers train



WD 2-8-0 BR black, late crests (Bachmann), three 'Trout' hoppers, two 'Hop 24'*, two 'Trout', 'Hop 24', eight 'Trout', BR 20ton brake van** - BR engineers' black, except *BR grey and **BR bauxite ● 1959 ● Location: Hadley Wood ● Service: Ballast



GWR '72XX' 2-8-2T BR black, late crests (Hornby), 16 'Catfish', 'Shark' ballast plough – BR black
 ● 1962 ● Location: Patchway (Bristol) ● Service: Ballast



LSWR 'N15' 4-6-0 BR lined green, late crests (Hornby), BR 20ton brake van*, 17 'Grampus' wagons, BR 20ton brake van* - BR engineers' black, except *BR bauxite
 ● 1962 ● Location: Surbiton ● Service: Spoil



WD 2-8-0 BR black, late crests (Bachmann), 25 three-plank open wagons, BR 20ton brake van – BR bauxite
 ● 1962 ● Location: Newton ● Service: Engineers' empties



BR Standard '5MT' 4-6-0 BR lined black, late crests (Bachmann), Midland 20ton brake van*, 20 'Mermaid' side-tippers, BR 20ton brake van** - BR engineers' black except, *BR grey and **BR bauxite ● 1963 ● Location: Wimbledon ● Service: Ballast



BR Standard '5MT' 4-6-0 BR black, late crests (Bachmann), 'Shark' ballast plough *, eight 30ton bogie bolster wagons, 'Shark' ballast plough* - BR bauxite, except *BR engineers' black ● 1966 ● Location: Woking ● Service: Welded rail



LMS '8F' 2-8-0 BR black, late crests (Hornby), 15 'Mermaid' side tippers, BR 20ton brake van* - BR engineers' black, except *BR bauxite
 ● 1968 ● Location: Great Rocks ● Service: Ballast



Class 37 BR blue (Bachmann/ViTrains), BR 20ton brake van, BDA bogie bolster, BDA bogie bolster, BR 20ton brake van – BR bauxite
 ● 1975 ● Location: Bristol Temple Meads ● Service: Recovered rail



Class 25 BR blue (Bachmann), ZBV 'Grampus', 13ton high-sided steel open wagon, two ZBV 'Grampus', two five-plank open wagons, two 13ton high-sided steel open 'Shark' ballast plough*, two bogie bolster C wagons**, BR 20ton brake van – BR bauxite, except *BR departmental grey and yellow, **BR grey



Class 40 BR blue (Bachmann/Hornby), nine ZFV 'Dogfish', seven YGH 'Sealions' – BR olive green
 ● 1978 ● Location: Nantwich ● Service: Ballast empties



Class 26 BR blue (Heljan), ten ZFV 'Dogfish' - BR olive green
 ● 1980 ● Location: Inverness ● Service: Ballast



Class 33 BR blue (Heljan), nine YGB 'Sealions' - BR olive green
 ● 1980 ● Location: Woking ● Service: Ballast empties



Class 25 BR blue (Bachmann), two ZBV 'Grampus', BR 20ton brake van* - BR engineers' black, except BR bauxite
 ● 1982 ● Location: Workington ● Service: Engineers' spoil



Class 47 BR blue, 75ton breakdown crane, BR Mk 1 BSK support coach, BR Mk 1 BG support coach, five BDA bogie bolster wagons*, ZUV 'Shark' ballast plough** - BR engineers yellow, except *BR Railfreight red and **BR olive green ● 1983 ● Location: Leicester ● Service: Engineers' train



wagons, eight three-plank open wagons, BR 20ton brake van, ZUV

● 1976 ● Location: Nottingham ● Service: Engineers' train



Class 40 40115 passes through Abergele on the North Wales Coast with a loaded ballast working from Penmaenmawr on July 10 1981.

Dave Cobbe/Railphotoprints.uk. Paul Claxton/SA Archive/Railphotoprints.uk.

SUITABLE 'OO' GAUGE DEPARTMENTAL ROLLING STOCK

TYPE	LIVERY	MANUFACTURER
12ton BR pipe wagon	BR bauxite	Bachmann
13ton high-sided steel open	BR bauxite/olive green	Bachmann
13ton steel sand tippler wagon	BR olive green	Bachmann
16ton steel mineral open wagon	BR grey	Bachmann
16ton steel mineral open wagon (triple)	BR bauxite	Bachmann
20ton 'Toad' brake van	BR grey/BR departmental yellow	Bachmann
75ton breakdown crane	BR departmental yellow	Hornby
Three-plank open wagon	BR bauxite/olive green	Bachmann
Five-plank open wagon	BR bauxite	Hornby
BDA bogie bolster	BR bauxite/BR Railfreight red	Bachmann
BR 20ton brake van	BR grey/boxite	Bachmann
BR 20ton brake van	BR grey/boxite	Hornby
Conflat A wagon	BR bauxite	Bachmann
Engineering department breakdown coach	BR engineers' black*	Dapol/Footplate*
LMS 50ft Inspection Saloon	BR maroon/BR blue and grey/EWS	Bachmann
Midland 20ton brake van	BR grey	Bachmann
MSV 27ton steel tippler	BR bauxite	Bachmann
QPX Mk 1 BTU Staff and Dormitory (ex BSK)	BR departmental yellow	Hornby
QQX Mk 1 BTU tool van (ex BG)	BR departmental yellow	Hornby
QQX Mk 1 BTU tool van (ex CCT)	BR departmental yellow*	Bachmann/IMR*
QRV Mk 1 BTU tool van (ex BG)	BR departmental yellow*	Bachmann/MMRG*
QVA Mk 1 BTU Re-Railing Equipment (ex BCK)	BR departmental yellow	Bachmann
SPA steel plate open wagon	BR Railfreight red/EWS maroon	DJM/KMRC
Weltrol bogie well wagon	BR engineers' black	Bachmann
YAA 'Brill' bogie bolster	BR departmental yellow	Bachmann
YCV 'Turbot' bogie ballast open wagon	BR 'Dutch' grey and yellow/EWS	Dapol
YCV 'Turbot' bogie ballast open wagon	BR 'Dutch' grey and yellow/EWS	KMRC
YGA/YGB/YGH 'Seacow' ballast hopper	BR olive green/'Dutch'/Loadhaul/EWS	Bachmann
YGB 'Seacow' ballast hopper	BR 'Dutch' grey and yellow/Mainline/EWS	Hornby
YGH 'Sealion' ballast hopper	BR olive green/'Dutch'/Loadhaul	Hornby
YTV/YTW/YZW 'Queen Mary' brake van	BR olive green/Satlink red and yellow/EWS	Bachmann
ZAA 'Pike' open wagon	BR 'Dutch' grey and yellow	DJM/KMRC
ZBA 'Rudd' ballast wagon	BR 'Dutch' grey and yellow/Loadhaul	Hornby
ZBV 'Grampus' ballast spoil wagon	BR black/olive green*/'Dutch' grey and yellow	Dapol/Hattori's*
ZCV 'Clam' ballast wagon	BR 'Dutch' grey and yellow	Hornby
ZCV 'Tope' ballast hopper	BR 'Dutch' grey and yellow	Hornby
ZDA 'Bass' open wagon (ex-OBA)	BR brown	Bachmann
ZDA 'Bass' dropside open wagon	BR 'Dutch' grey and yellow	Bachmann
ZDO/ZVO 'Winkle' plate wagon	BR grey/black/olive green	Bachmann/TMC
ZDV pipe wagon	BR olive green/Satlink red and yellow*	Bachmann/CMC*
ZEV 'Catfish' ballast hopper	Unpainted	Cambrian
ZFO 'Trout' ballast hopper	BR black/olive green	Hornby
ZFV 'Dogfish' ballast hopper	BR black/gulf red/olive green/'Dutch'/Loadhaul	Heljan
ZHV 16ton steel mineral open wagon	BR olive green	Bachmann
ZJV 'Mermaid' side tipping wagon	BR olive green/'Dutch' grey and yellow	Flangeway
ZKA 'Limpet' ballast wagon	BR grey/BR 'Dutch' grey and yellow	Bachmann
ZKV 'Barbel' 27ton steel tippler	BR 'Dutch' grey and yellow	Bachmann
ZTO BR 20ton brake van	BR olive green/'Dutch' grey and yellow	Bachmann
ZTO BR 20ton brake van	BR olive green/'Dutch' grey and yellow	Hornby
ZTO SR 25ton 'Pill Box' brake van	BR olive green/Satlink red and yellow	Bachmann/Bauer*
ZUA 'Shark' ballast plough	BR 'Dutch'/Loadhaul/EWS maroon	Hornby
ZUV 'Shark' ballast plough	BR black/olive green/'Dutch'/Mainline blue	Hornby

Note: *limited edition model exclusive to asterisked outlet.



Class 47 BR blue (Bachmann/Heljan/ViTrains), ZEV 'Catfish', ZFV 'Dogfish', four 'ZEV 'Catfish', ZFV 'Dogfish', four YGH 'Sealions' – BR olive green
 ● 1984 ● Location: Shrewsbury ● Service: Ballast



Class 26 Railfreight grey with red stripe + Class 26 BR blue (Heljan), BR 20ton brake van, five BDA bogie bolster wagons, BR 20ton brake van, BR Class 37 BR blue (Bachmann/ViTrains) – BR bauxite ● 1986 ● Location: Culloden ● Service: Rail empties



Class 45 BR blue (Bachmann), nine ZJV 'Mermaids', two YGH 'Sealions', two ZFV 'Dogfish', two YGH 'Sealions', three ZJV 'Mermaids', ZFV 'Dogfish', three ZJV 'Mermaids', two YGH 'Sealions' – BR departmental grey and yellow, except *BR olive green ● 1986 ● Location: York ● Service: Ballast



Class 31 BR blue (Hornby), LMS Inspection Saloon – BR blue and grey
 ● 1987 ● Location: Rhyl ● Service: Civil Engineers' Inspection



Plasser and Theurer 07-16 track tamper BR yellow (Britannia Pacific Models)
 ● 1987 ● Location: Wool ● Service: Track maintenance



Class 25 BR blue (Bachmann), 21 YCV 'turbots' – BR departmental grey and yellow
 ● 1987 ● Location: Mold Junction ● Service: Spoil



Class 50 BR 'large logo' blue (Hornby), two YGB 'Seacows', two YGH 'Sealions' – BR olive green, except *BR departmental grey and yellow
 ● 1988 ● Location: Newton Abbot ● Service: Ballast



BR Class 31 'Dutch' grey and yellow (Hornby), two ZDA 'Bass', two ZAA 'Pike', three YAA 'Brill' bogie bolsters* – BR departmental grey and yellow, except *BR departmental yellow ● 1990 ● Location: Stratford ● Service: Engineers' train



Class 50 BR revised Network SouthEast (Hornby), two YGH 'Sealions', ZFV 'Dogfish', two ZFV 'Dogfish', ZFV 'Dogfish', two ZFV 'Dogfish', ZFV 'Dogfish', ZFV 'Dogfish', ZFV 'Dogfish', three ZFV 'Dogfish' – BR departmental grey and yellow, except *BR olive green ● 1990 ● Location: Exminster ● Service: Ballast



Class 31 + Class 31 'Dutch' grey and yellow (Hornby), ZCV 'tope', ZBV 'grampus', three ZBV 'grampus', ZBV 'grampus', ZBV 'grampus', four ZBV 'grampus' – BR departmental grey and yellow, except *BR olive green ● 1993 ● Location: Carlisle ● Service: Empties



Class 33/2 + Class 33/1 BR departmental grey and yellow (Heljan), 15 YCV 'Turbots', ZFV 'Dogfish', ZFV 'Dogfish', four ZFV 'Dogfish', two ZFV 'Dogfish', ZFV 'Dogfish', YGH 'Sealion', two ZFV 'Dogfish' – BR departmental grey/yellow, except *BR olive green ● 1993 ● Location: Crediton ● Service: Ballast empties



Class 37 BR blue (Bachmann/ViTrains), 14 ZCV 'Clams', 14 ZCV 'Tope' – BR departmental grey and yellow
 ● 1993 ● Location: Uffington ● Service: Ballast



Class 47 BR Railfreight triple grey (Bachmann/Heljan/ViTrains), 25ton 'Queen Mary' bogie brake van, ZDV pipe wagon, ZDV pipe wagon, three ZDV pipe wagons, YAA bogie bolster**, five ZDV pipe wagons - BR Satlink red and yellow, except *BR bauxite, **BR yellow ● 1993 ● Location: West Ealing ● Service: S&T engineers' train



Class 73 'Dutch' yellow and grey + Class 73 InterCity Executive livery (Dapol/Hornby), 15 ZBA 'Rudd' open wagons – BR departmental grey and yellow
 ● 1993 ● Location: Tonbridge ● Service: Ballast empties



Class 37 'Dutch' grey and yellow (Bachmann/ViTrains), 20 ZKA 'Limpet' open wagons – BR departmental grey and yellow
 ● 1997 ● Location: Hoo Junction ● Service: Ballast empties



Not all engineering trains are long formations. On June 7 1990 Class 73 73129 *City of Winchester* shunts a trio of 'Grampus' opens at Ashford. Railphotoprints.uk.



USEFUL LINKS

Bachmann	www.bachmann.co.uk
Cambrian	www.cambrianmodels.co.uk
Cheltenham Model Centre (CMC)	www.cheltenhammodelcentre.com
Dapol	www.dapol.co.uk
Flangeway/Footplate Models	www.footplate.co.uk
Hatton's	www.hattons.co.uk
Heljan	www.heljan.dk
Hornby	www.hornby.com
Invicta Model Rail (IMR)	www.invictamodelrail.com
Kernow Model Rail Centre (KMRC)	www.kernowmodelrailcentre.com
Make Your Mark Models	www.makeyourmarkmodels.com
Mickleover Model Railway Group (MMRG)	www.mmrq.org.uk
Parkside Models	www.peco-uk.com
The Model Centre	www.themodelcentre.com



Class 33s 33201 and 33019 climb past Cole with a loaded ballast working from Meldon Quarry to Eastleigh on May 11 1993. John Chalcraft/Railphotoprints.uk.
Paul Claxton/SA Archive/Railphotoprints.uk.



Autumn trees



Trees play an essential role in our model railways. They can be used to hide entrances to storage yards or to draw the eye to a particular point on the layout. Autumn trees have a unique charm of their own and are not too challenging to create. **ANTHONY REEVES** shows how.

The beauty of a single specimen tree growing in the wild. Rule number one - tree bark is very rarely brown, more often it's a grey/green colour with patches of algae or moss and signs of general weathering. Autumn shows the complete trunk and branch system of deciduous trees and the beauty in shape and tone can be admired in full.

THE autumn diorama has reached the stage where we can start adding detail and texture to the ground. A highlight of any scenic model railway will be the trees that surround the scene and choosing the right colour finish has an instant effect on what time of year the model recreates.

For this autumn scene we are making a series of wire armature trees. These are simple to make but take a little time. The main advantages are that they look very realistic once complete and can be created in any shape or size.

The trees for the diorama are formed by twisting wires around each other to create a central trunk with boughs and side branches – a wire armature. Around 100 wires are used for the main tree on this scene and approximately 20 per tree for the smaller specimens. The basis for these trees are Treemendus tree kits which contain all the base materials required to build a tree. These consist of 100 lengths of 305mm easy to shape wire, bark powder, Scenefix glue, plait canopy and scatter. The wire is 0.38mm diameter soft metal rodding.

MAKING THE ARMATURE

Start by pulling a few of the wires from the bunch and wrap a short length of masking tape around the end of them. This creates a planting pin which holds the tree steady and upright in the landscape. The very ends of the remaining wires can be bent outwards and twisted to create a root system if required. Next, take one of the wires and tightly wind it around the trunk, wind it up the trunk to the point where you want to start the first bough, then taking around 15 wires, bend them away from the trunk. This is the start of the first bough. To make the bough, take a single cable and wind it tightly around the 15 wires. At around 30mm away from the trunk, take five wires and bend them away from the bough.

Using the same method twist these wires around each other, creating a small horizontal side branch. Take another wire and repeat the process on the opposite side of the bough using fewer wires. Take another wire and wind this around the bough and create a branch on the same side as the first one again using fewer wires to make each side branch thinner than the previous one. Once all the cables have been used to create the first bough, take another single wire and wind it around the trunk up to the point where you want the second bough to be positioned – to make a nicely balanced looking tree, it is best to position the second bough on the opposite side of the trunk as the first one – although of course in nature trees can grow with randomly placed branches.

Repeat the first step but use fewer wires, so the bough is slightly thinner than the first, again pulling the wires nice and tight. When this bough and side branches are complete, take another single wire and wind it up the trunk, this time making a bough and branch system to the rear of the trunk then working up the trunk make one to the front, then to the same side as the first one until all the wires have been used up. You will have a wire armature which is wider at the base with boughs which get progressively narrower the further up the tree they are. Trim all the long excess wires off using wire cutters.

The next step is to take masking tape and wrap it tightly around the trunk and the boughs. Bear in mind the scale of the tree to avoid making the trunk too wide. The boughs and side branches can be shaped by hand to give them a natural look. The single wires are crimped with fine nosed pliers or by using your thumbnail to provide them with a realistic-looking growth pattern to the canopy.

ADDING BARK

The next step and the one which transforms the wire armature into a more realistic looking tree is to add the bark. For this I am using Treemendus bark powder. Put a small amount of the powder into a container and add a few drops of diluted PVA glue, mixing it with a stirrer to form a thick paste to a consistency that can be applied to the tree with a paintbrush. The mix can be slightly thinned with the diluted PVA for the more delicate branches and slightly thickened up with more powder for the trunk and thicker boughs. Hold the base of the tree and start by applying the bark to the top of the tree, working down towards the roots as you go. Once the whole armature has been covered, it should be left for 24 hours to dry completely.

Some autumn/winter trees can be added to the layout like this and look great once weathered, but as this tree is to have a canopy of autumnal foliage, it is essential to add some finer branch material.

CREATING A CANOPY

Take a plait of 'Canopy', or block of rubberised horsehair, and pull it apart into an open structure. Spray the canopy/horsehair with a suitable coloured aerosol (optional) and leave to dry. When it has dried place it onto the tree – there is no need to glue it on during this step. Spray the whole tree with hairspray and lightly sprinkle over the scatter. Once you are happy with the coverage, spray the entire tree with diluted PVA from a bottle with an atomiser. This will hold the scatter to the branches and the branches to the tree. Set aside to dry.

REFINING THE TREE

Before the trees are added to the landscape, their shape and general appearance will be improved. To refine the canopy, take sharp scissors and trim off any overly long fibres that stick out from the tree. Also trim any fibres which form a loop. Small shrubs and bushes can be made from the offcuts of wire following the same method.

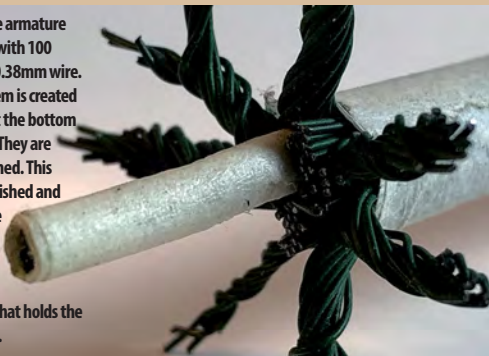
The Silver Birch trees are made following the same principle but using fewer wires. The armatures are covered with bark and painted to resemble the prototype tree. I use white matt emulsion paint with a tiny spot of yellow added to tone it down. For Silver Birch, synthetic hair is used to make the very fine pendulous branches. Autumn yellow scatter is applied in the same way as the large tree to resemble yellow autumn leaves.

The trees are now ready to plant in the autumn diorama allowing us to progress to the final stages of scenic detail. 

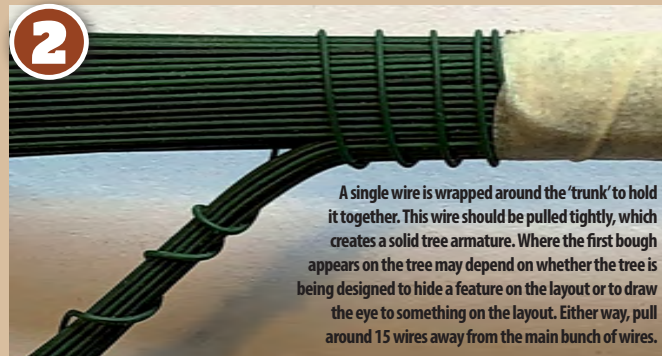
STEP BY STEP MAKING WIRE ARMATURE TREES

Intermediate
Beginner **SKILL LEVEL** Advanced

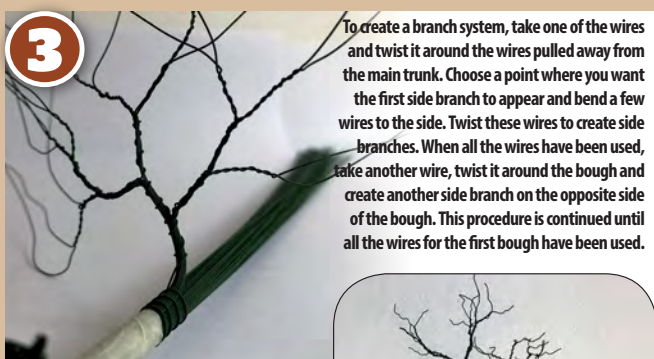
1 A large wire armature tree starts with 100 strands of 0.38mm wire. At the base, a root system is created by bending the wires at the bottom of the trunk outwards. They are then twisted and trimmed. This gives the tree an established and stable appearance once it is 'planted' on the layout. Note the wires that are used to create a planting pin. This is what holds the tree into the landscape.



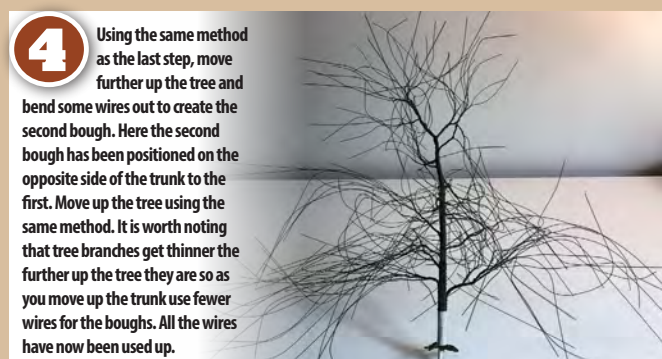
2 A single wire is wrapped around the 'trunk' to hold it together. This wire should be pulled tightly, which creates a solid tree armature. Where the first bough appears on the tree may depend on whether the tree is being designed to hide a feature on the layout or to draw the eye to something on the layout. Either way, pull around 15 wires away from the main bunch of wires.



3 To create a branch system, take one of the wires and twist it around the wires pulled away from the main trunk. Choose a point where you want the first side branch to appear and bend a few wires to the side. Twist these wires to create side branches. When all the wires have been used, take another wire, twist it around the bough and create another side branch on the opposite side of the bough. This procedure is continued until all the wires for the first bough have been used.



4 Using the same method as the last step, move further up the tree and bend some wires out to create the second bough. Here the second bough has been positioned on the opposite side of the trunk to the first. Move up the tree using the same method. It is worth noting that tree branches get thinner the further up the tree they are so as you move up the trunk use fewer wires for the boughs. All the wires have now been used up.

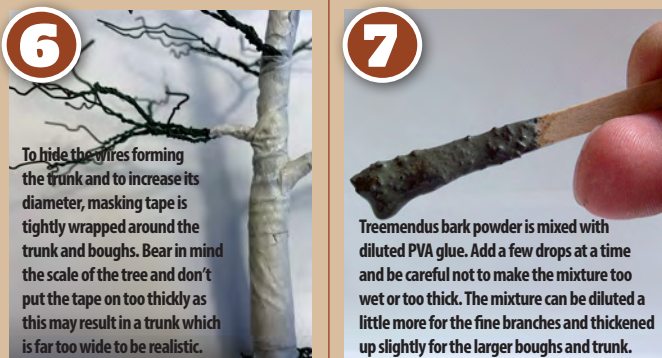


5 Use wire cutters (or old scissors) to trim all the branches to length. This leaves a far more refined tree shape and is the basic framework for our scale model tree. The trunk and boughs can be bent and styled to give a more pleasing shape to the tree. The fine single wires have been crimped and arranged to give the tree a fuller shape.



6 To hide the wires forming the trunk and to increase its diameter, masking tape is tightly wrapped around the trunk and boughs. Bear in mind the scale of the tree and don't put the tape on too thickly as this may result in a trunk which is far too wide to be realistic.

7 Tremendous bark powder is mixed with diluted PVA glue. Add a few drops at a time and be careful not to make the mixture too wet or too thick. The mixture can be diluted a little more for the fine branches and thickened up slightly for the larger boughs and trunk.



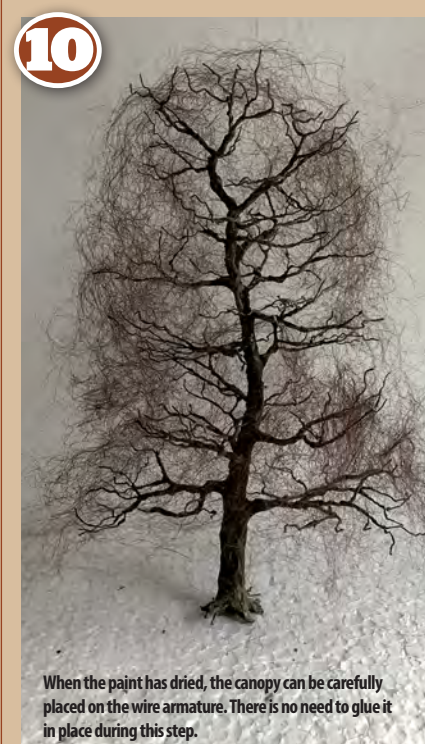
8 The armature, along with various smaller tree armatures, has now been fully coated with the bark mixture. Allow the bark to set, which could take up to 24 hours. The armature looks much more like a tree even at this stage. Once dry, the armatures are weathered with an assortment of diluted watercolour paints.



9 To make the finer canopy of branches, 'Canopy' (a synthetic hair) is teased open and sprayed with a suitable coloured matt aerosol paint. This is optional but does make the fibres more rigid. The more teased open the canopy is, the more open structured the tree will appear. Rubberised horsehair can be used as an alternative.



10 When the paint has dried, the canopy can be carefully placed on the wire armature. There is no need to glue it in place during this step.



TOOLS

- » Wire cutters
- » Paintbrushes
- » Atomiser bottle
- » Scissors

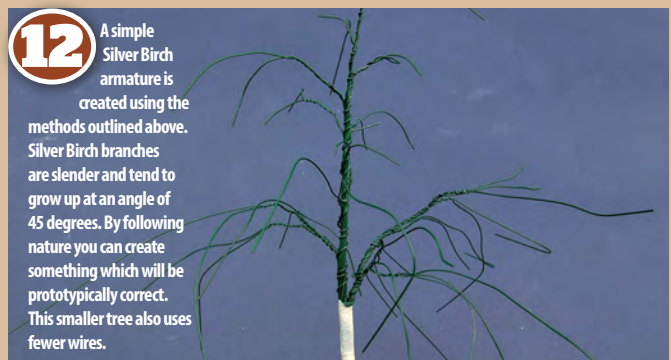
Silver Birch trees are very recognisable due to their shape and bark colour. They have slender trunks which display characteristic markings. They also add contrast to the other trees on our layouts.

WHAT WE USED

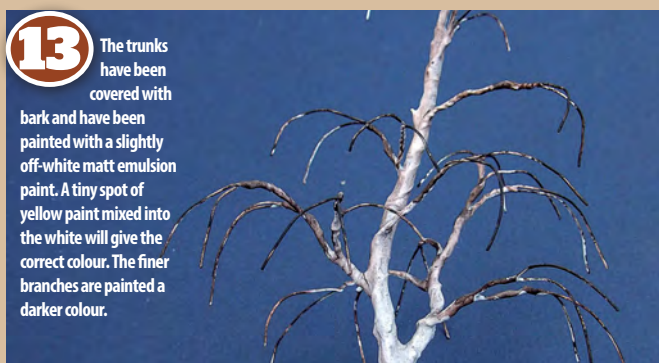
- 0.38mm diameter soft metal wire
- Masking tape
- Treemendus Bark Powder
- Diluted PVA glue
- Synthetic or rubberised Horsehair
- Watercolour paints
- Hairspray
- Scenic scatters



11 To fix the scatter to the tree, the canopy is liberally sprayed with hairspray. While the hairspray is still wet, scatter is lightly sprinkled over the tree. Any scatter sticking to the trunk or bough areas can be brushed off using a stiff-bristled brush. The whole tree is now sprayed with diluted PVA glue using an atomiser bottle. The glue not only holds the scatter to the fine branches, it also holds the fine branches to the wire armature. Note the openness of the canopy in this dose-up image.



12 A simple Silver Birch armature is created using the methods outlined above. Silver Birch branches are slender and tend to grow up at an angle of 45 degrees. By following nature you can create something which will be prototypically correct. This smaller tree also uses fewer wires.



13 The trunks have been covered with bark and have been painted with a slightly off-white matt emulsion paint. A tiny spot of yellow paint mixed into the white will give the correct colour. The finer branches are painted a darker colour.



14 To add more detail to the tree armatures, the trunks have been given the characteristic dark markings using an ordinary black biro. They have also been weathered using AK Interactive weathering enamels. Neat PVA is carefully painted on to the finer branches to hold the canopy fibres in place.



15 The canopy, which comes in the form of a plait, is pulled to form long pendulous branches which are then attached to the PVA on the armature. Once all the branches have been covered, the canopy is sprayed with hairspray and the scatter is applied. A light spraying of diluted PVA will hold the scatter in place permanently.

USEFUL LINKS

- Weathering powders and enamels www.ak-interactive.com
- Tree kits and scenic modelling materials www.treemendus-scenics.co.uk

NEXT MONTH

- In the fourth and final part of the autumn feature, the trees will be refined and added to the diorama to begin the final process of detailing and finishing. The whole scene will be super detailed using scenic materials and scale model accessories to bring all the elements together into a realistic looking landscape.

Running on Empty

TIM SHACKLETON explores ways of modelling freight stock minus loads – a common feature of the real railway, but not always depicted convincingly on our layouts. The key, as ever, is observation.

AS a change from reading articles about modelling wagon loads, here's one on empties. Every layout owner likes to see wagons earning their keep, but buying ready-made loads can work out expensive if you have a long train to fill. Creating convincing loads is often an area where modellers stumble – from lumps of coal the size of boulders to consignments of 'scrap metal' looking suspiciously like plastic kit leftovers. Modelling empties ought, by definition, to be considerably easier – or so you'd think.

A long train of empty bogie bolsters, mineral wagons or aggregate hoppers can look good on a layout – so why don't we see more of them? When you think about it, pretty well all bulk hauls by rail – coal, steel, aggregates, oil, chemicals – are one-way loadings, while mixed freights usually contain a variable balance of empty and loaded vehicles. The ideal compromise is to run trains made up exclusively of vans or tank wagons – no one can tell from the outside whether they're full or empty.

Peter Denny had a novel solution on his famous Buckingham

branch. On the long coal train that made its way around the layout each day, dropping off wagons along the way, each vehicle had a removable body that could be swapped for an empty version. At the start of the next operating day, these would then be collected up and marshalled into a long train of empties that made its way back to the Nottinghamshire collieries served by the Great Central. Once the train reached the rotary storage yard that represented the rest of the world, the whole cycle would be repeated, and loaded wagon bodies substituted for empties.

Not everyone has Peter Denny's inventiveness, so in this piece I'll show you some of the things I've learned over the years about modelling empty wagons. It's mostly to do with weathering in one form or another – capturing the look of unpainted wood or rusted steel, recreating the ghostly traces of previous loads and above all learning to look hard at your prototype and copying what you see as closely as you can. If you study the pictures, you'll see how the imaginative use of weathering materials can make a massive difference to the trains you run on your layout. 



Modelling empty wagons is just as important as recreating those with loads. On Roy Jackson's remarkable 4mm scale model of Retford (HM100), a Robinson 'O4' 2-8-0 approaches the flat crossing over the East Coast Main Line with a string of empty 20ton Coke hoppers. *Mike Wild/Hornby Magazine.*

20 TOP TIPS

MODELLING EMPTY WAGONS

1



A close-up of the kind of effects you might want to copy. This 12ton coal wagon shows heavily bleached and stained wood together with the marks of extended use with loose loads in all weathers and over many years. Coal merchants are famously thrifty, and wagons such as this would be carefully swept out after unloading. You wouldn't see the empties making their way back to the colliery with highly saleable lumps of coal scattered over the wagon floor.

2



It's been a long time since these North Eastern Railway wooden-bodied hoppers last carried a load of coal, but exposure to the elements over many years has created a distinctive patina – note the well-rusted bolt heads. Different types of wood weather differently but variations on a silvery grey-brown will generally do the trick.





Three sets of acrylic paints from the Lifecolor range – I find them incredibly useful in this type of work because they capture the elusive qualities of bare wood. You needn't always take too much notice of what it says on the tin, by the way – suitably blended, some of the 'weathered wood' shades do equally well for rust effects.



Manufacturers don't always help in our quest for realism – open wagons are usually plain brown inside and the interior detail is equally unconvincing.



A bit of weathering is required. Although the colour of the decking – originally a creamy yellow – now seems more authentic, these 'OO' gauge Carflats still look a bit dead.



It's not just rolling stock – the bed of this British Road Services Seddon has been carefully painted to represent well-worn wood. Note the folded tarpaulin standing on spare bits of packing – to stop the rain getting underneath – and tied down with rope. The 4mm scale lorry was built from a Midget Models white metal kit.



Along with the yellow wheel chocks carefully stowed away, the addition of some prototypical oil leaks brings the Carflats to life, suggesting these are working wagons standing idle between jobs. These tiny details can make all the difference.

8



The long way around – having faded the blue livery of this Heljan Cargowagon using a fine mist of beige-coloured acrylics, I gave the wooden decking an all-over airbrushed coat of pale grey-brown and then painted each plank individually. It takes a long time but the effects, I feel, are well worth the effort.

9



I've been weathering 16ton mineral wagons for more than 50 years and I'm still not convinced I've got it entirely right. The ones seen here – in terms of my collection, this is just the tip of the iceberg – have been painted by a variety of methods but the important thing to note, inside and out, is the consistency. No two are alike and yet the variations aren't enormous.

10



The interiors of these JNA 'Falcon' ballast wagons display a fairly uniform coating of rust with an obvious 'tide mark' to show where the load has been. Note the scattered remnants of previous ballast consignments, common with loose loads.

11



Apologies for the low quality, but this is as good a guide as I've yet seen to the interior condition of the familiar BR 16ton mineral wagon. There's not a lot of colour variation between the three on view here, but I'm immediately struck by the randomness of the marks of use.

12

What colour should you paint the interiors of steel-bodied coal wagons? These 24.5ton HVO hoppers on their way back to Gedling Colliery in Nottinghamshire suggest a well-blended mixture of rust and coal dust.





Ballast hoppers weather in much the same way as open boxes, but with unmistakable evidence of how the loads have slid down the body during unloading.



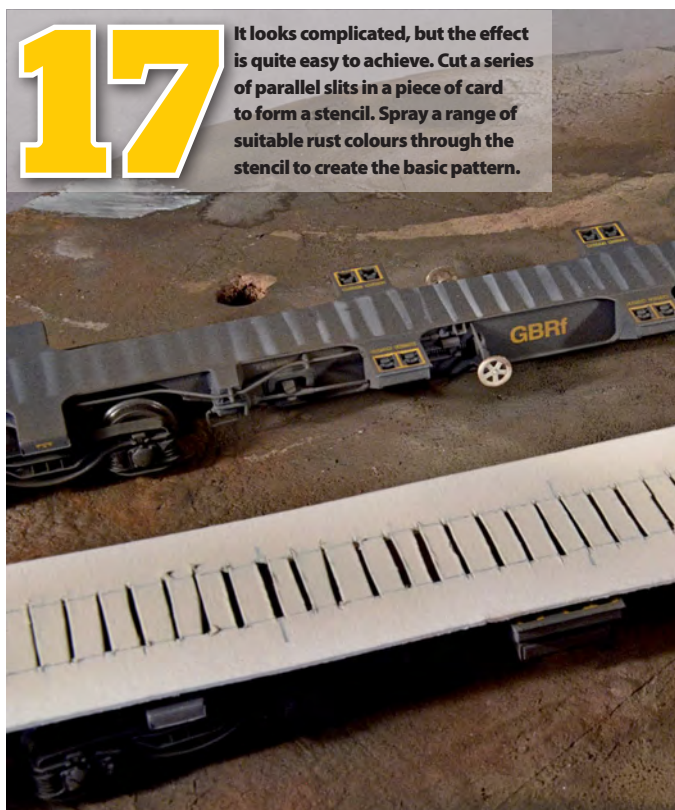
The subtlest way to recreate a well-rusted interior is by using weathering powders over airbrushed paint. Use a broad brush to flick the powder on in tiny quantities with a downward motion.



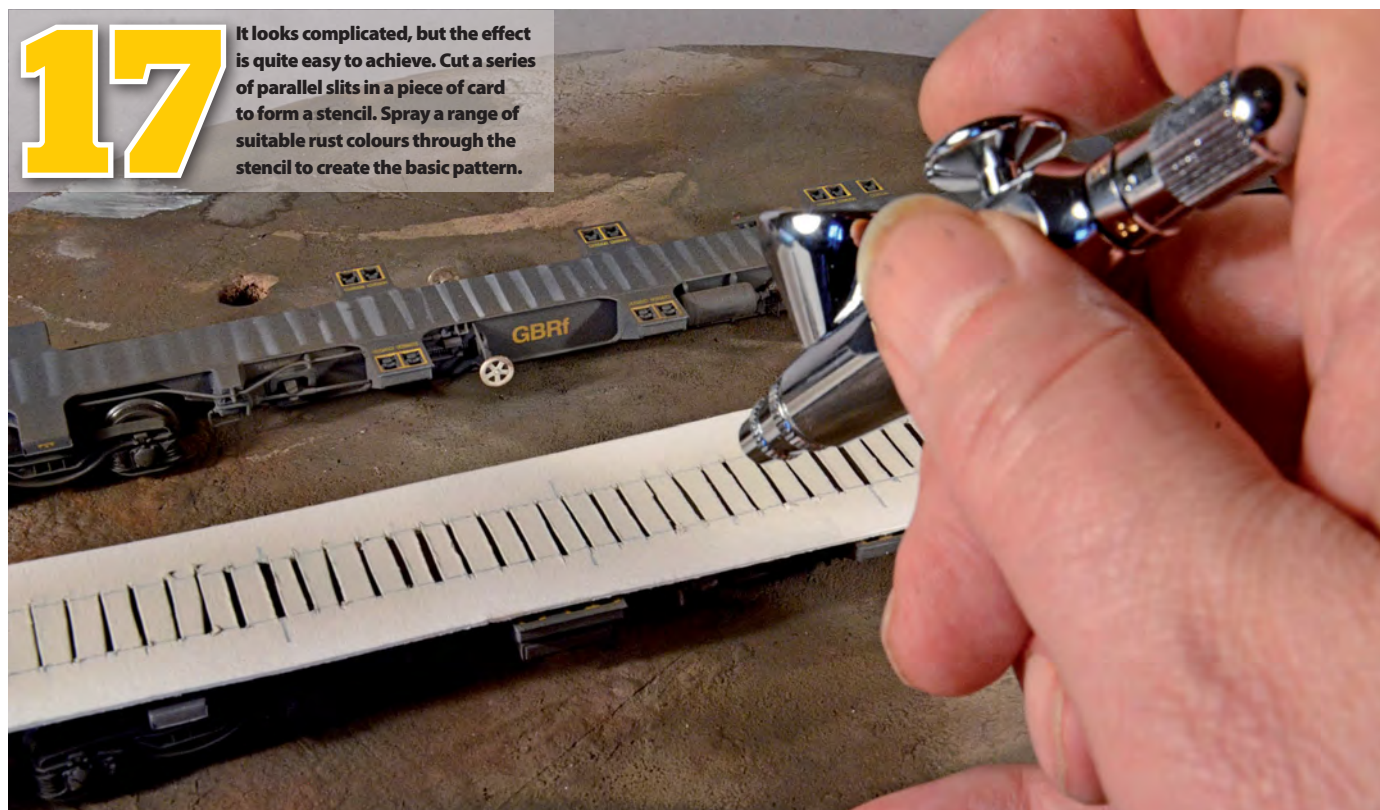
Whatever kind of aggregate or mineral the wagon is carrying, you'll find some fine residues usually gather in the bottom of the hopper after unloading. Again, a light dusting of weathering powder brushed into the visible seams and panel lines will yield the best results. Avoid huge lumps of coal or ballast.



Models of modern intermodal wagons are so exquisitely detailed that it's almost a shame to load them with containers. If you prefer to run them empty, they need to be distressed. These lateral scrape marks from the ribs under the containers are a common weathering feature.

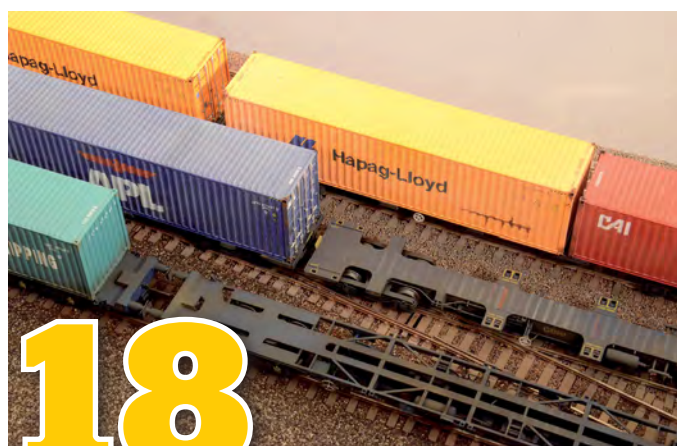


It looks complicated, but the effect is quite easy to achieve. Cut a series of parallel slits in a piece of card to form a stencil. Spray a range of suitable rust colours through the stencil to create the basic pattern.





Modern high-capacity coal and aggregate hoppers don't rust – instead, abrasion through constant loading and unloading serves to polish the sloping surfaces of the interior to quite a high sheen. On August 16 2010 a pair of EWS Class 66s wait to stash their sets of empty HTAs in Milford yard. Note the clear markings that delineate the upper limits of where the loads have been.



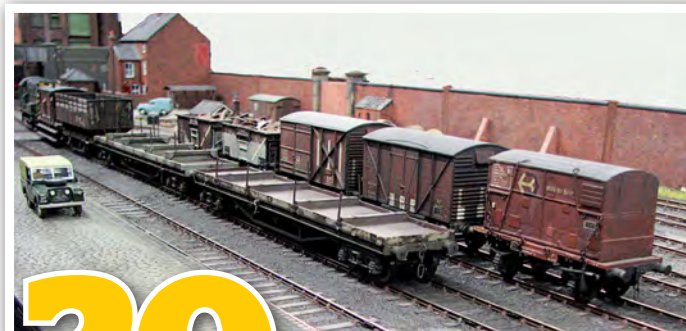
18

I finish off using crayons to introduce a bit of variety into the tones. It's a lot easier controlling a pencil than it would be to paint on the lines using a fine brush.



19

Empty means empty. There's a value to whatever load a wagon is carrying and the leftovers – coal, scrap metal, minerals – don't go to waste. With merchandise traffic, however, you'll often find ropes and packing materials discarded on the wagon floor. This is modelled using detritus from my workbench, scattered at random.



20

How others do it – empty wagons mingle with loads on two of my favourite 'EM' gauge models, Grandborough Junction on Peter Denny's Buckingham branch and Peter Johnson's Canada Road. Pretty convincing, eh? In both cases, these are sorting sidings where, in what amounts to an open-air storage yard, wagons are marshalled into formation before despatch.



Low relief **RAILWAY WORKS**

Hornby Magazine and Scalescenes present a brand new 4mm scale kit for 'OO' gauge layouts which models a low relief railway works. **JOHN WIFFEN** explains how to build this useful structure which can be expanded to feature a full interior using FREE downloadable components.

TOOLS

- » Steel ruler
- » Modelling knife
- » Tweezers
- » Glue stick
- » 'All-purpose' clear or PVA adhesive
- » CA or 'super glue'
- » Matt spray varnish
- » Felt tip pens
- » Cutting mat or sheet of thick card
- » Damp cloth
- » Fine sandpaper
- » Small right-angled square or block

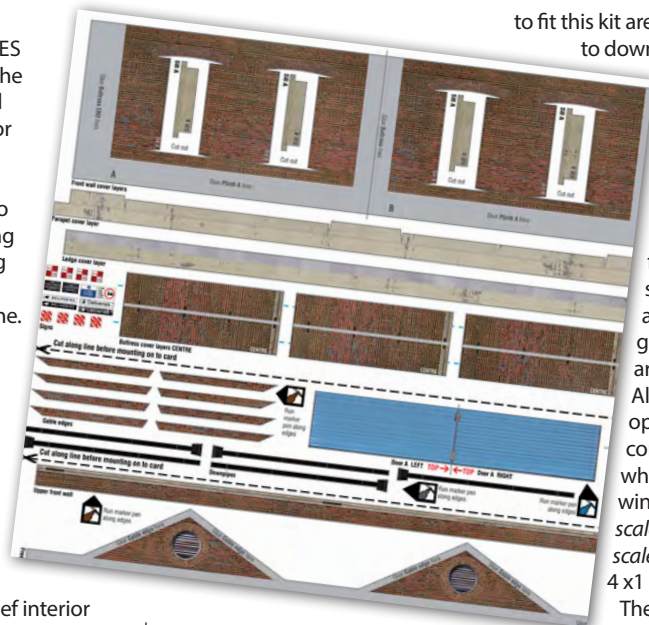


**DOWNLOAD THE
FREE HALF-RELIEF
SECTIONS**
WWW.SCALESCENES.COM

LOW RELIEF STRUCTURES are one of the most useful buildings for modellers. Space is always at a premium and when it comes to the back scene having a part depth building adds significantly to the depth of the scene.

For the new Scalescenes kit, offered free with this issue of *Hornby Magazine*, we have developed a building façade which can be used as supplied here or with the addition of a half-relief interior extension to increase its depth. The additional parts required to produce the half-relief section are available to download from www.scalescenes.com.

We have also changed the print format for this new kit. It is printed on one single sheet of A2 paper which has been folded and inserted with each copy of the magazine. Elements will require fixing to sheets of heavy and medium weight card



to fit this kit are also available to download from www.scalescenes.com. They are designed to be printed or copied on to transparency or OHP film, available from most office suppliers (both laser and inkjet friendly generic brands are usually fine). Alternative window options include compatible Scaleglaze white screenprinted windows from www.scalescenes.com/scaleglaze (Scaleglaze 4 x1 pack required).

The following step by step guide explains how to build the Scalescenes Railway Works facade kit from start to finish. Instructions for the downloadable add on section are included with it. www.scalescenes.com

by following the cut lines on the sheet. The advantage of the single sheet is that we can offer a longer building.

To enhance your building further, printable transparent windows

OPTIONAL WEATHERING

- Using a sharp knife scrape a small amount of black and brown artist pastels onto a scrap of card. With a soft brush work minimal amounts of the pastel dust into the corners and surface of the structure as required. Build up thin layers slowly; don't overdo it!

ASSEMBLY

- Spot or thin bead of glue
- Coat well with glue stick
- Cut along line
- Fold along line
- Lightly score and fold along line
- Apply weight
- Assembly tip
- Roll and glue edge
- Wrap and glue printed sheet around edge
- Printed sheet around edge
- Glue printed sheet to: 00 approx 200gsm N approx 80gsm
- Glue printed sheet to: 00 approx 1mm N approx 200gsm
- Glue printed sheet to: 00 approx 2mm N approx 1mm

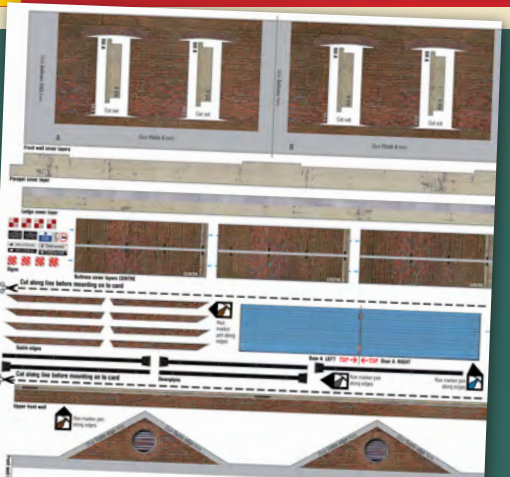


Supplied with this issue is the low relief front façade for this railway works style building. The extra elements required to extend it to half-relief format are available to download from www.scalescenes.com.

STEP BY STEP BUILDING SCALESCENES RAILWAY WORKS

1

Glue the sections to Heavy (2mm), Medium (1mm) or Lightweight card (200gsm) as labelled.



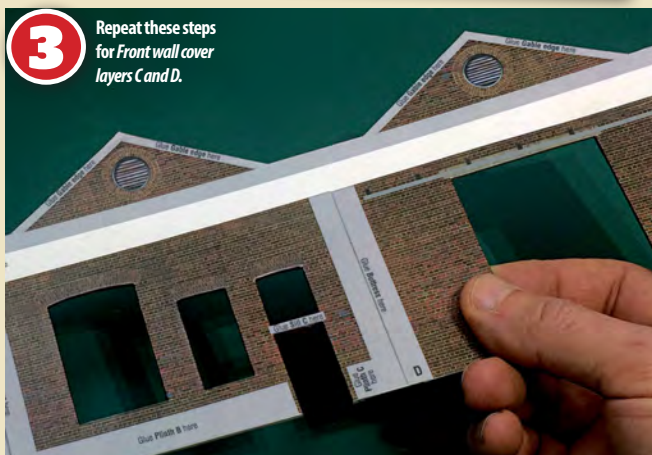
2

Squarely glue the *Front wall cover layers A and B* over the *Front wall base layer*. Flip the wall over (print down) and apply a thin bead of glue along the window flaps and gently fold them tightly around the openings. Check for bubbles and creases.



3

Repeat these steps for *Front wall cover layers C and D*.



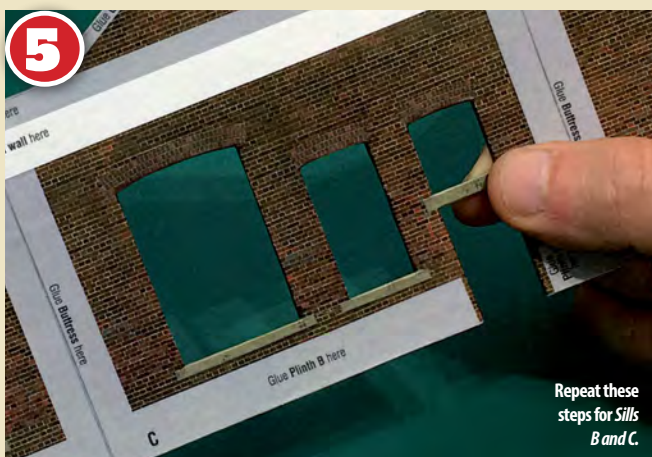
4

Glue the *Sills A* into position. Flip the wall over (print down) and apply a thin bead of glue along the sill flaps and gently fold the flaps tightly around the card.



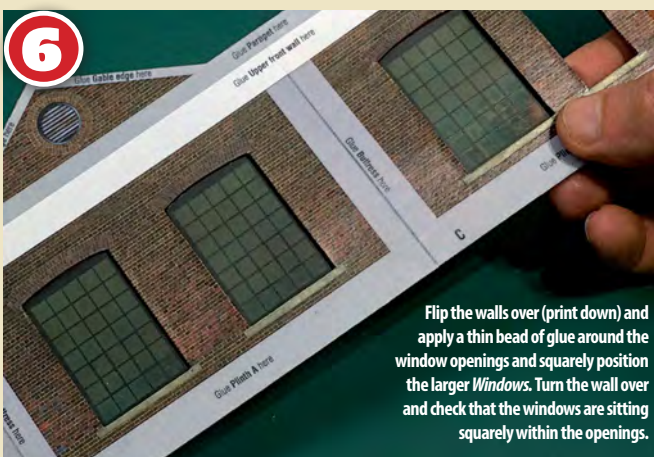
5

Repeat these steps for *Sills B and C*.



6

Flip the walls over (print down) and apply a thin bead of glue around the window openings and squarely position the larger *Windows*. Turn the wall over and check that the windows are sitting squarely within the openings.



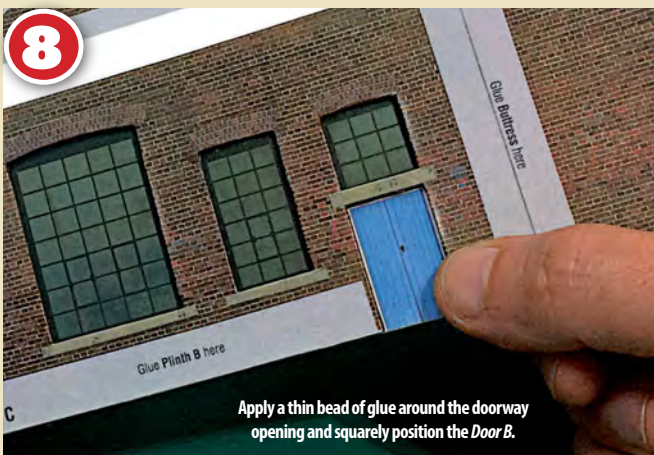
7

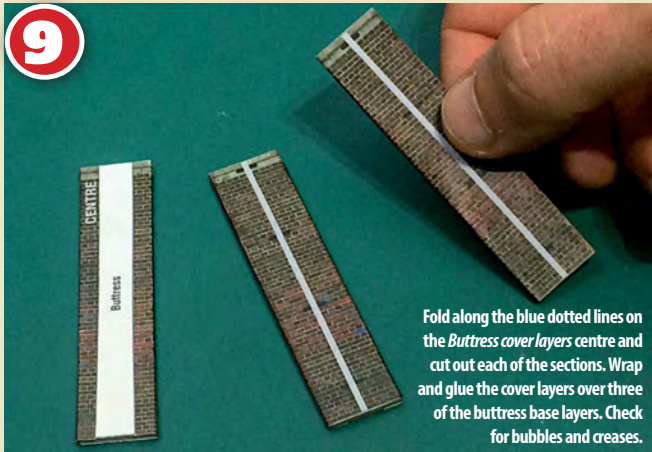
Repeat these steps for the two smaller *Windows*.



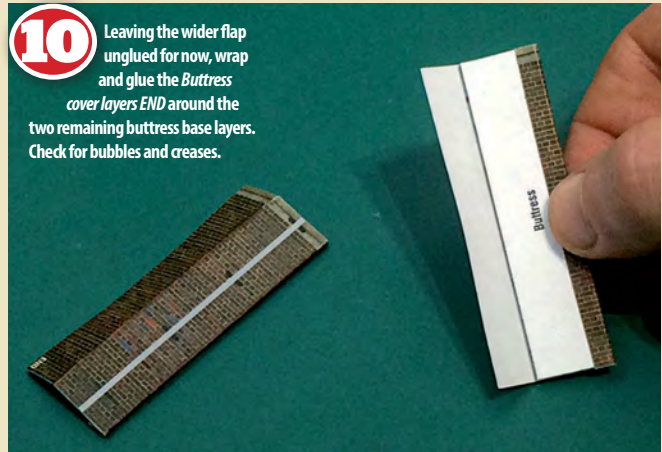
8

Apply a thin bead of glue around the doorway opening and squarely position the *Door B*.

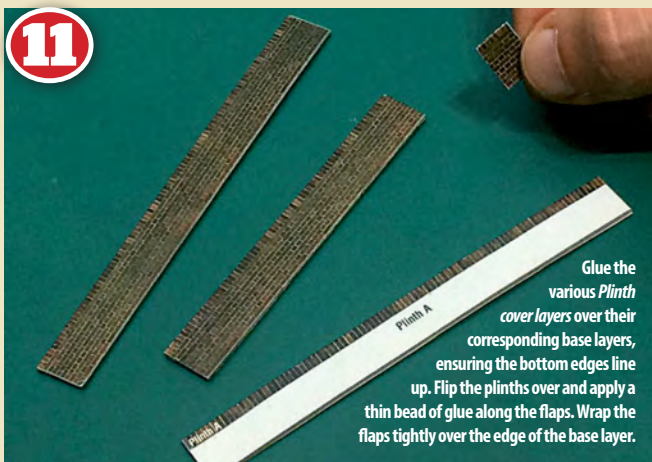




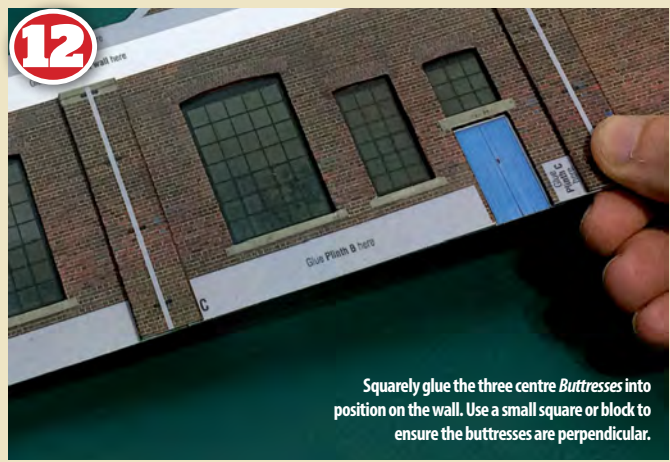
Fold along the blue dotted lines on the *Buttress cover layers* centre and cut out each of the sections. Wrap and glue the cover layers over three of the buttress base layers. Check for bubbles and creases.



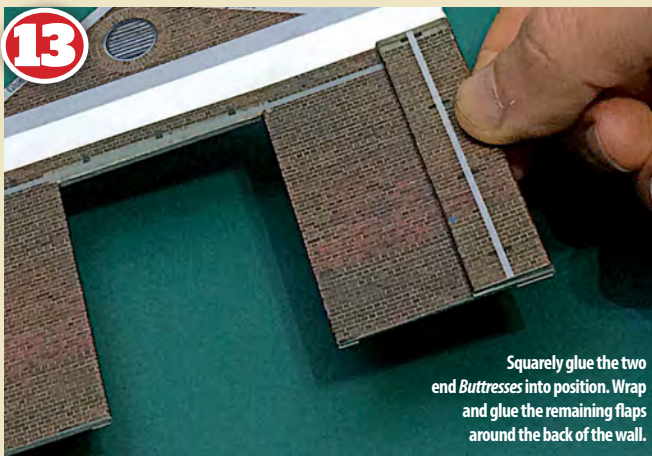
Leaving the wider flap unglued for now, wrap and glue the *Buttress cover layers END* around the two remaining buttress base layers. Check for bubbles and creases.



Glue the various *Plinth cover layers* over their corresponding base layers, ensuring the bottom edges line up. Flip the plinths over and apply a thin bead of glue along the flaps. Wrap the flaps tightly over the edge of the base layer.



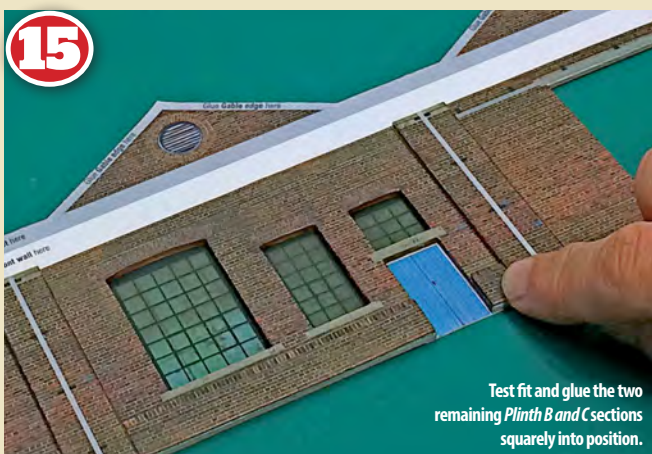
Squarely glue the three centre *Buttresses* into position on the wall. Use a small square or block to ensure the buttresses are perpendicular.



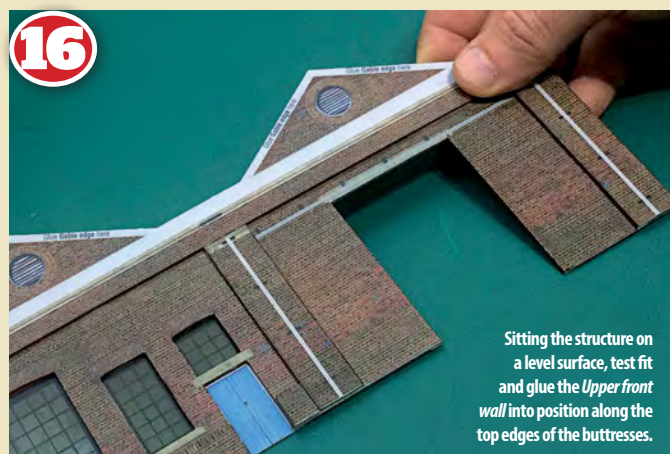
Squarely glue the two end *Buttresses* into position. Wrap and glue the remaining flaps around the back of the wall.



Test fit and glue the two *Plinth A* sections squarely into position.

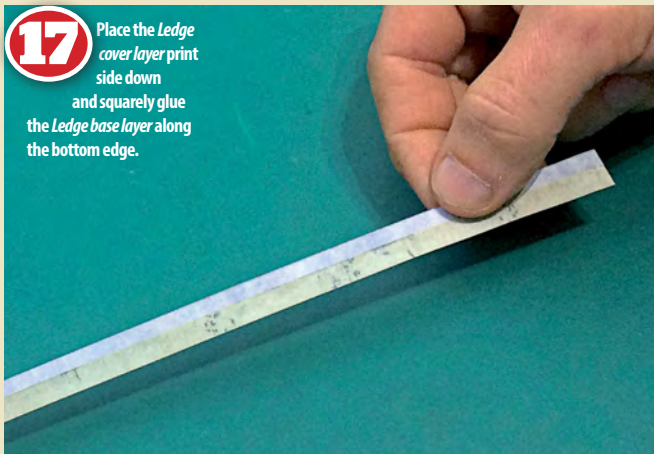


Test fit and glue the two remaining *Plinth B* and *C* sections squarely into position.

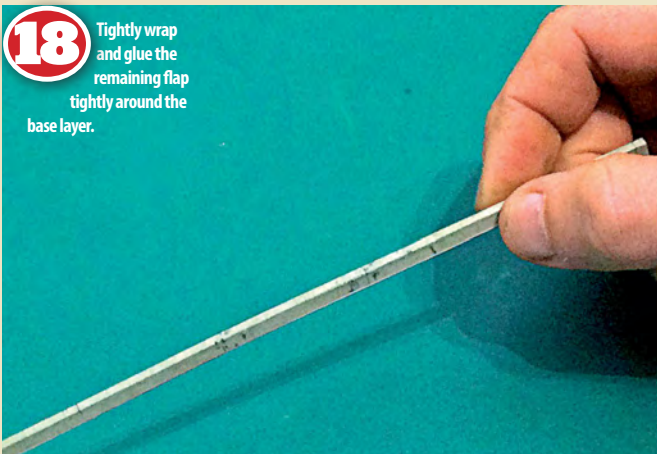


Sitting the structure on a level surface, test fit and glue the *Upper front wall* into position along the top edges of the buttresses.

17 Place the *Ledge* cover layer print side down and squarely glue the *Ledge* base layer along the bottom edge.



18 Tightly wrap and glue the remaining flap tightly around the base layer.

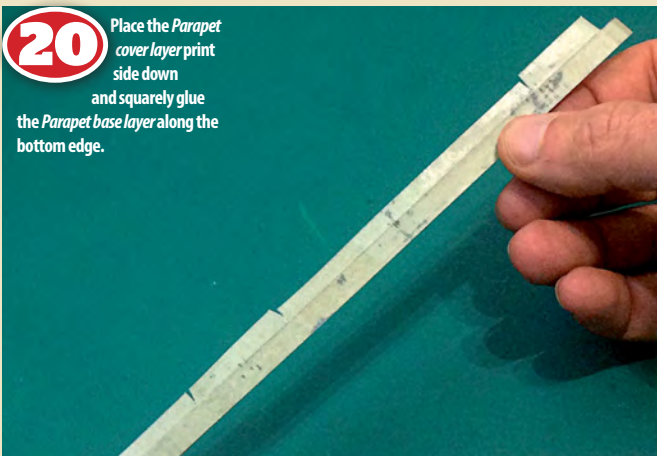


19

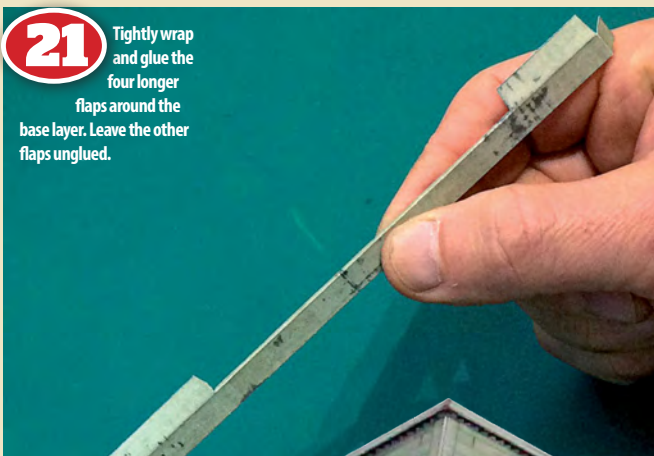


With the grey 'flashing' side facing up test fit and glue the *Ledge* along the top of the *Upper front wall*.

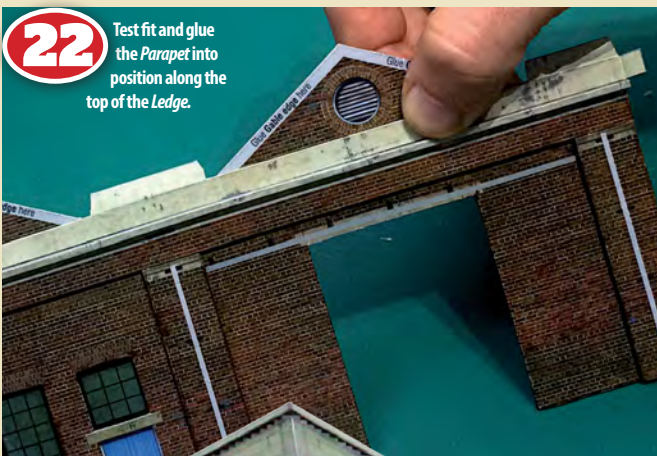
20 Place the *Parapet* cover layer print side down and squarely glue the *Parapet* base layer along the bottom edge.



21 Tightly wrap and glue the four longer flaps around the base layer. Leave the other flaps unglued.



22 Test fit and glue the *Parapet* into position along the top of the *Ledge*.

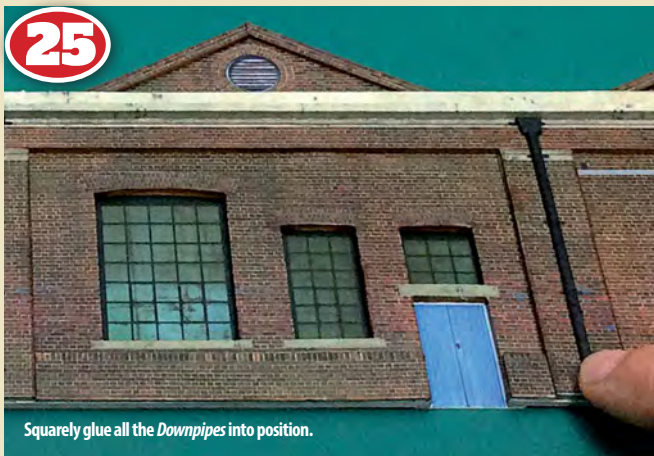




23 Wrap and glue the remaining flaps over the back of the wall.

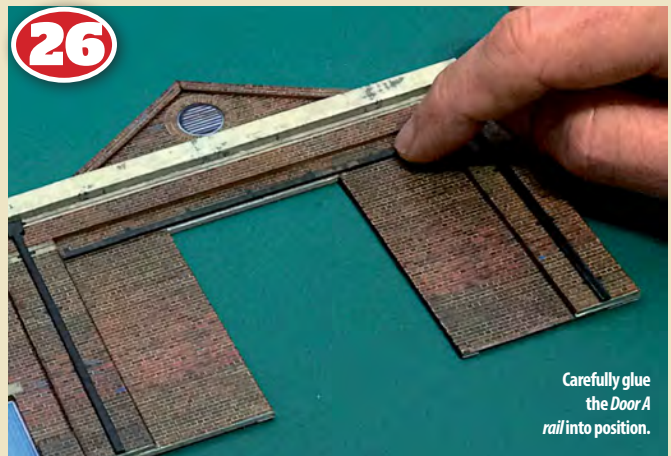


24 Test fit and glue the *Gable* edges into position.



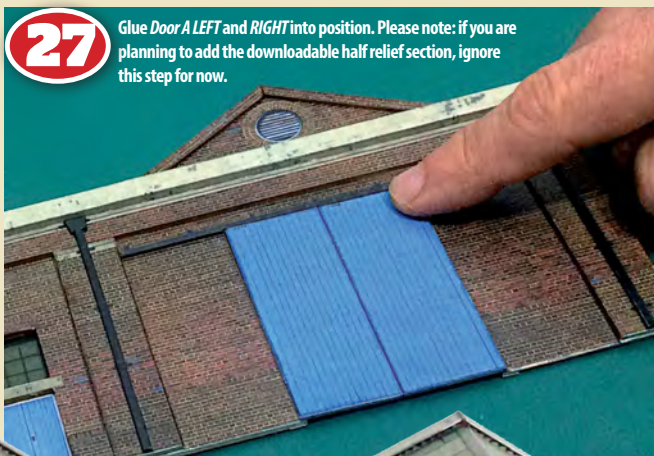
25

Squarely glue all the *Downpipes* into position.



26

Carefully glue the *Door A rail* into position.



27

Glue *Door A LEFT* and *RIGHT* into position. Please note: if you are planning to add the downloadable half relief section, ignore this step for now.



28

Test fit and glue the *Front wall coping* into position. Please note, if you are planning to add the downloadable half relief section, ignore this step for now. Cut out the signs as required. Carefully apply glue to the back and position.



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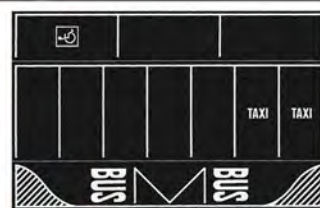
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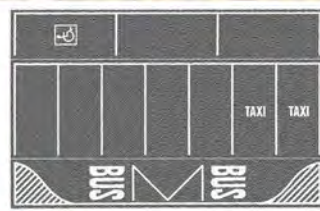
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OO Scale

Minories

*How do you pay suitable tribute to a railway modelling legend? **TOM CUNNINGTON** of the Model Railway Club reveals how he drew inspiration from a classic layout by a famous member Cyril Freezer from the 1950s in 'EM' gauge.*

PHOTOGRAPHY, MIKE WILD



Class 31 31189 draws out of Minories with a rake of BR Mk 1 suburban stock under the signal gantry. The road bridge above is a combination of Wills kits including its vari-girder bridge sections.



ISUSPECT MANY OF US will have started our interest in model railways as children with one or more of the track plan books - as inspiration for how to make something more operationally integrating out of the 6ft x 4ft baseboard than a couple of tail-chasing loops. Further through the books were some of the ideas we could only dream of - layouts the size of garages that were way beyond the means of pocket money and monthly allowances, let alone parental planning permission!

In a couple of those books were some smaller 'end to end' ideas, and the one that always caught my eye was Minorities - as designed by the late Cyril Freezer back in 1957 - a long-time Model Railway Club member. The concept was to show that a busy terminus station could be modelled in a limited space using proprietary set track available at the time.



A Ruston dragline pauses between clearance work at the building site alongside the railway as a Class 23 and 105 pass at the station throat.



The resulting model is an imagined extension of the Moorgate 'Widened Lines' further into the City of London to a three platform terminus. The period is the late 1960s and early 1970s, before electrification of the suburban lines from King's Cross and St Pancras, with a heavily peaked service conveying commuters between Hertford, Hatfield and Luton and the City. Whilst the tight curves and steep inclines of the tunnels around King's Cross limited the length of coaches and length of trains to something we could model reasonably realistically in a small space, there was sufficient variety of motive power around to make it interesting to model. It allowed us to keep many of Cyril's original ideas - the layout in a cutting with retaining walls providing the back-scene and a bridge to cover the baseboard joint.

A COMMEMORATION

To mark the 50th anniversary, in late 2006 a group of MRC members looking for a new project thought they would try to recreate the plan as closely as possible, but to aim for a high standard using modern modelling techniques including hand-built turnouts. Most of the group were already interested or modelling in 'EM' (4mm:1ft scale models running on 18mm gauge track), so one of the few changes to the original plan was to move away from 'OO' gauge. We had some discussion about what period and area to model, and we quickly narrowed it down to two choices - either locomotive-hauled 'Met' stock (close to the original inspiration of Liverpool Street), or the City 'Widened Lines'. At the time the range of readily available stock for both was limited, but the cost of kits for the 'Met' stock was higher and there was slightly more stock available that could be adapted for the widened lines.

Minorities is the road between Tower Hill and Aldgate stations right in the heart of the City of London. Our assumption is that an additional railway line made it into the area - an extension of the 'Widened Lines' from Moorgate to get to the eastern side of the City. In this world we also assumed provision was made for a possible future extension beyond >>



Minories further east onto the London Tilbury & Southend routes and the docks.

Fast forward 90 years, and imagine a small run-down passenger terminus in the heart of the City, with a diesel train service, concentrated in the peaks, from and to a range of destinations on the Great Northern (GN) and Midland main lines. Core services on the GN line would have been Mk 1 suburban coaches hauled by Class 31s, with lesser used services operated with Cravens Class 105s in multiple, whilst the Midlands service would have run with Class 127 or 116 Diesel Multiple Units (DMUs). With a bit of stretching of the imagination, other classes based locally are assumed to have been fitted with the trip-cocks necessary to run through Moorgate – and Class 23s are regularly used.

BUILDING MINORIES

Our layout is built in 'EM' gauge, and our main compromise over the original plan has been to slightly lengthen the points to give more generous curves making the scenic area about a foot longer and 2in wider than Cyril envisaged. This allows locomotive and four-coach train formations – a small reduction from the real thing before the platforms were lengthened at Moorgate to allow six-coach trains after the 'Quad Arts' were replaced.

It was always designed to be portable and exhibited at exhibitions. After checking it would fit in the back of my car at the time, we built two identical 4ft x 1ft scenic boards. These consist of 18mm birch plywood for the ends and a central cross piece, 6mm plywood for the top, front and backscenes and 9mm square softwood along the 6mm plywood joints to give better rigidity. The materials were cut with care, then PVA glued and held together with clamps to check alignment before using a nail gun to add extra strength and hold them whilst the glue dried.

The original storage yard is a six-road traverser, slightly longer than a locomotive and four coaches. With a shorter than ideal lead in, this made the board 5ft long, about the maximum size and weight for



Passengers wait to board the latest arrival at Minories. The layout is built to 'EM' gauge (18mm gauge track) and all locomotives and rolling stock have been rewheeled to suit.

one person to carry safely and just the right length for a car roof-box. The moving table is a plywood sandwich, mounted on three heavy duty filing cabinet sliders on an 18mm plywood skeleton. The tracks are located using heavily modified brass door bolts turned down on a friend's lathe so they were a good fit inside some brass tube that was soldered into the original casings.

TRACK

The original plan was designed around the very limited number of ready-to-run points available in the 1950s. By the time you read this, the EM Gauge Society should have its flexible track as well as B6 ready to lay points available which means that building a Minories layout in 'EM' gauge is now far more straightforward.

There was no option when we started the project, so the six turnouts (actually A5.5 points – which means a slightly shorter switch section and 1:5.5 angle at the common crossing to balance length, radius and reliability) were drawn up in *Templot* and built on a separate piece of 6mm MDF. The printout was stuck down firmly on the

MDF, followed by the sleepers. I used C&L Finescale components, but following a bad experience with expansion distorting rails with just plastic chairs in which the rails can move in the heat of some busy exhibitions, I now build track with a number of soldered copper-clad sleepers to provide a firmer 'box' structure. I think that provides a good balance between reliability and aesthetics.

Building the junction as a single unit meant I could use longer pieces of rail to get smooth curves and check the alignment throughout from all angles. Cuts for insulation breaks were only put in later. The switch rails are operated with Tortoise motors using Exactoscale adaptor plates. The switch rails with their silver-soldered droppers (as advised in the Exactoscale instructions) to the subsurface tie bars were fitted after the whole MDF assembly was fixed to the plywood baseboard surface. Although I was dubious about how long they would last, since building I have only had to repair them around half a dozen times – almost always in the middle of an exhibition which adds an extra dimension for visitors as engineers take possession and the soldering iron comes out.

The plain line is flexible track, and prior to laying it on more MDF glued to the ply, I installed Kadee electromagnetic uncouplers in the board flush with the top surface. I also installed brass screws for rail end protectors and filed them to a rectangular profile to have a contact area the width of the rail so they aren't visible unless you really look for them. The track was glued with a small amount of PVA and, when it had dried, soldered to the end protectors before being cut.

The layout is wired for DC, so after checking it worked electrically, I spray painted the track with some general mucky brown colours and rails with a mixture of rust and black, then installed the platforms before ballasting. The ballast was painstakingly tapped and brushed to the right position, then lightly sprayed with water from a plant mister with some washing up liquid, before even more painstakingly using a pipette to very gently >>

The limited space of the capital's railways is shown to good effect as a Class 23 departs with a rake of Mk 1 suburban stock while a pair of Class 105 DMUs enter the station from the Great Northern line.





A Class 116
DMU arrives at
Minories, destined for
the bay platform, as a
Class 31 departs.

SEE IT AT
THE

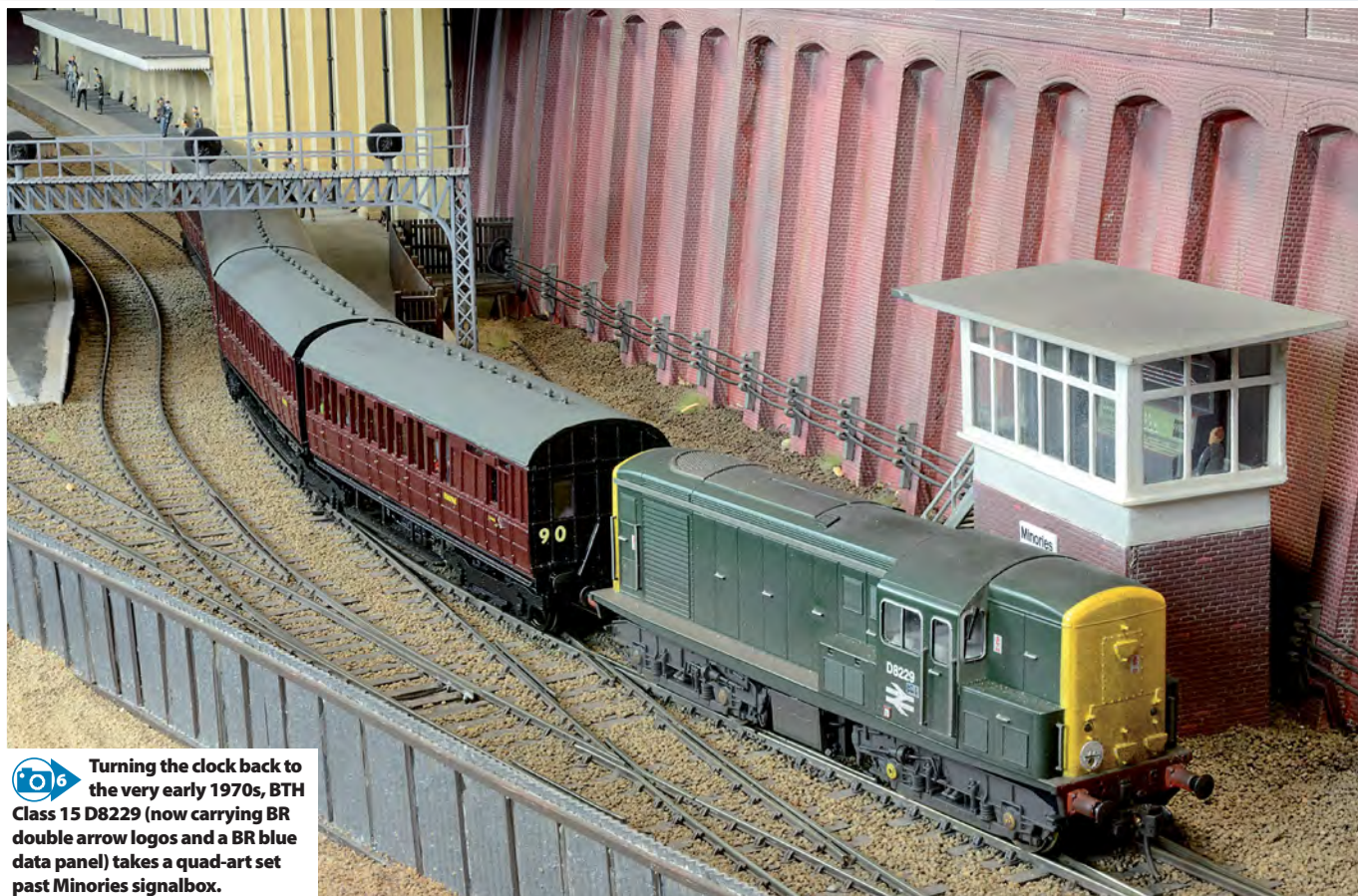
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Turning the clock back to the very early 1970s, BTH Class 15 D8229 (now carrying BR double arrow logos and a BR blue data panel) takes a quad-art set past Minories signalbox.

flood the ballast with a 50/50 PVA water mix, with some extra washing up liquid. When it had all set, I cleaned off the rail tops and made sure the switch rails still moved.

The retaining wall was originally made of two layers of 3mm hardboard, the front one with the recesses cut out and then Scalescenes brick-paper glued down. This was effective and lasted for about five years but I wanted more depth – and to reflect the difference between the station and the cutting. The ‘new’ retaining walls are resin castings based on the retaining walls at and near Barbican station. There are two types of wall – a light brick for the station itself with vertical fronts and a slope to the recesses, and those elsewhere with almost vertical recesses and sloping pillars. With a whole series of pictures – and some measurements and brick counting on site – I made masters from brick styrene sheets of two and four recesses wide respectively, and from moulds cast up the sections that are glued together to form the wall.

I’ve assumed that the original overall roof was war damaged, so the platforms have ‘temporary’ canopies made from steel girders and a felt and baton roof. This is made from brass section for the structure, with Wills sections for the roof and laser cut wood for the valance. These provide shelter for the waiting passengers who are mostly cheap plastic mouldings from eBay repainted to reflect city type suits from the 1970s and fixed in place using a short piece of wire drilled and glued into a foot and the platform. A few of the more prominent people are better quality (and much more expensive) models. The cleared site on the right of the layout is a

precursor to the coming redevelopment of the area, in which I imagine a Moorgate style overbuild of the station and approach lines which means the station is being allowed to get even more run down. The station building is two Kibri kits modified to better represent some of the characteristics of Great Northern Railway station architecture with British style roof, canopy and windows. The footbridge has its origins in an Alan Gibson kit. Beyond the station the Minories Hotel is a modified US kit.

The signal gantry is an etched brass kit, and the heads are tri-colour LED searchlights from the Signalist. This type of signal was chosen on the assumption that re-signalling used left over parts from either the Great Eastern or North London Line schemes.

The layout took this form for its first 10 years – but in the last couple of years, we’ve assumed that the line did connect through onto the ‘LTS’ and the layout has grown to allow for the through running of non-passenger services to and from London’s Docks and Tilbury – with a circular storage yard.

ROLLING STOCK

Within the last 15 years, there has been a huge development in ready-to-run stock that would be suitable for Minories. Most of the locomotives now used are off the shelf with new ‘EM’ gauge wheels (a mixture of Ultrascaple and Black Beetle), Kadee couplings and new numbers and headcodes suitable for the period. Although Class 31s dominated the last few years of locomotive-hauled trains, I have extended the period and assumed a few of the other early diesel classes based at Finsbury Park,



which were used on suburban services after the end of steam, remained into the blue era. These came in especially useful when several of the Class 31 fleet suffered from chassis rot and took a while to be replaced. A Silver Fox Class 23 kit and modified Lima Class 26 have been replaced by some of the Heljan versions.

The four Class 105 DMUs are DC Kits with Black Beetle motor bogies and can run individually or in pairs. The Class 116 and 127 units for the Midland services are 'cut and shut' Lima DMUs.

The GN suburban services were the last outpost of the non-corridor 57ft Mk 1 coaches. The 'inner' sets were initially made up of Second and Brake Second coaches, which are the types Bachmann makes. At the time they were only available in maroon, but luckily a shop was selling broken-up sets and I got a bag full of coaches at a good price. As well as repainting them into blue, I lowered the moulded ridges on the roofs. Because they are an old model, the sides are fairly thick with very



deep set glazing strips so, before painting and ultimately fitting South Eastern flush glazing, I also took a little bit of plastic off the interior rim of the window openings to allow the glazing to sit flush inside.

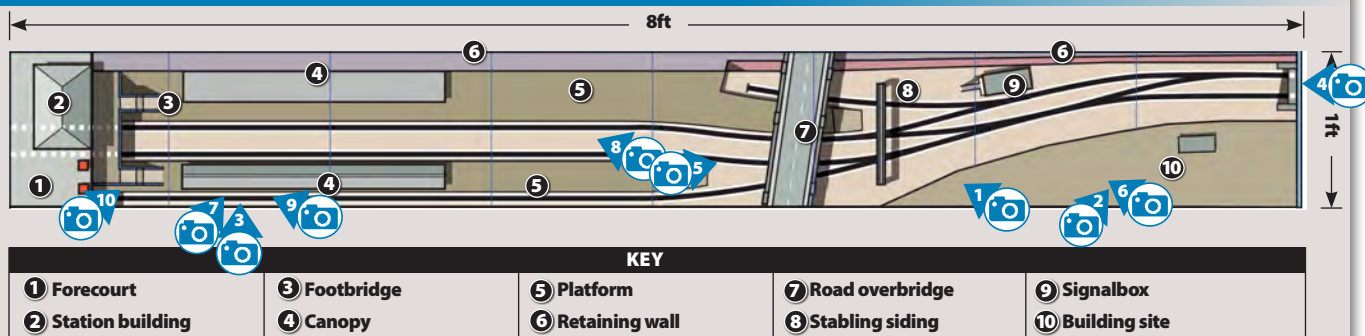
The coaches have specific markings on the ends and as nobody made these as transfers, I commissioned them from 4D models. The windows have the appropriate No Smoking and Ladies compartment >>

Passengers wait for the next arrivals at Minories.

A Class 31 stands in the platforms awaiting departure time with its mixed rake of BR blue and BR maroon suburban stock.



MINORIES TRACK DIAGRAM (Not to scale)



labels, and the people inside are cheap ones from China (like the passengers on the platform). The wheels are a mixture of EMGS, Black Beetle and more recently DCC concepts nickel silver inside the original bogies, and they are fitted with Kadees - originally No. 34 due to the tight clearance between the end of the bogie and the buffer beam, but as the springs go I'm replacing them with the Whisker variety.

The outer suburban rake consists of Composite Lavatory Open (CLO) and Second Lavatory Open (SLO) as well as a Brake Second. The CLO is only available as an etched side from Bill Bedford so I made the rake from his side kits combined with Comet chassis, roof, ends, bogies and details. I was a bit wary of soldering the level of detail and the first one took some time. But the other three were much quicker to build as confidence in my own abilities grew.

Freight stock is growing and includes trains that might have run to and from the docks - including new cars from Dagenham, freight liners and minerals as well as the odd parcel train moving across London.

RUNNING THE TRAINS

Operation reflects an intensive peak hour service, with a series of locomotive-hauled sets arriving and departing from the two longer platforms, with associated light engine moves to run around. The DMU services use the shorter bay platform. There is no formal schedule, but the cycle of trains leads to a rhythm that then transitions to a freight sequence representing the inter-peak, before the peak passenger service resumes.

I and the team have had a great deal of pleasure building and operating what is a small and simple design - and we would never have thought that we would still be getting invitations to exhibitions over a decade after we started. With the advent of ready to lay 'EM' gauge track and easy conversion of most modern rolling stock (and of course a ready-to-run Class 26), modelling in 'EM' gauge is much more straightforward than ever and is well worth considering as it does look more realistic. [Teban](#)

• There is more information about the layout on the MRC's website and through its Twitter account @Minorieslayout - and you can see the layout at the Great Electric Train Show this October, Brighton in November and Preston next March.





A Class 116 DMU and Class 23 'Baby Deltic' stand at the busy platforms of Minorities. The population uses a combination of bulk pack figures to the rear and higher detail products at the front.

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'Hoover' Dapol delivers 'N' gauge

The English Electric Class 50 is the latest locomotive to be produced in 'N' gauge by Dapol. **MIKE WILD** reviews this feature-rich new arrival.



POWERFUL and popular the long-standing English Electric Class 50 diesel-electric has long been wanted as a modern-day model for 'N' gauge. The '50', or 'Hoover' in enthusiast parlance, was first produced for the scale by Graham Farish, but current moulding techniques have left that version behind.

Dapol rose to the challenge when it began work on a brand new version in 2013. Times changed and the project took a back seat, but in 2017 Dapol confirmed that the 'Hoover' was back on the drawing board for production and release. Two years later and the first full batch touched down in September

offering a tantalising new choice of motive power for 'N' gauge.

The Class 50s were built by English Electric at its Vulcan Foundry plant with the first rolling off the production line in September 1967. The full fleet of 50 was completed within 14 months of the first and they entered service on the northern section of the West Coast Main Line working passenger and freight turns. Numbered D400-D449, they were turned out in the then-new BR corporate blue livery with full yellow ends.

They had a 2,700hp English Electric 16CSVT engine and owed much of their internal design to prototype DP2. Externally BR's Design Panel was in charge of

their appearance as well as the internal layout of the engine room. From the early 1970s, the fleet began to be transferred south to the Western Region to take over from diesel-hydraulics on express services. However, availability reduced and the decision was taken to overhaul all of the class. This took place at Doncaster Works between 1980 and 1983 and also saw the fleet progressively turned out in BR 'large logo' blue livery.

Throughout their service on the Western Region, the Class 50s gained popularity and also reached cult status by the early 1990s when withdrawals were gathering pace. The last was withdrawn in 1994 but, happily, 18

have been saved for preservation. Even more remarkable is that seven of the preserved examples have been restored for mainline operation. The class has since been seen at the head of service trains as well as working freights while GB Railfreight has recently repainted 50007 *Hercules* and 50049 *Defiance* into its house colours for use on spot-hire and charter train work.

THE MODEL

The Class 50 has been a popular subject for ready-to-run products in 'N', 'OO' and 'O' gauge and Dapol's new release is the first of two brand-new models to be released this year. Heljan is set to deliver its

**FIRST
REVIEW**





TECHNICAL DETAILS

Manufacturer:	www.dapol.co.uk
Cat No:	2D-002-000
Description:	Class 50 D406, BR blue
Gauge:	'N'/9mm
Scale:	2mm:1ft
Length:	147mm
Price:	£144.95 (DCC ready)
Couplings:	Rapido couplings in NEM pockets
DCC:	DCC ready, Next18 socket
Speaker:	15mm x 11mm cube
Exterior lights:	Directional head and tail lights
Interior lights:	Cab lights
Minimum curve radius:	Second
Motor type:	Five-pole
Flywheel:	Two
Wheel arrangement:	Co-Co
Purpose:	Express passenger
Haulage capacity (expected):	Eight-ten carriages
Haulage capacity (actual):	Eight+ carriages (test limit)

'O' gauge version in December.

'N' gauge has needed a new '50' and this all-new version is an attractive package and the second of Dapol's latest generation 'N' gauge models. It features a Next18 decoder, five-pole motor and all-wheel drive, directional lighting and cab lighting. There are also switches for DC users to turn the tail lights off and full DCC operation of the head, tail and cab lights when fitted with a decoder. Add to that fine profile metal wheels, flush glazing and a myriad of separately attached parts and there is much to appreciate before we even put this locomotive on the track.

The bodyshell is a single-piece moulding with the addition of

glazing panels, part relief cab interiors and essential little details such as handrails, and multiple working jumpers. Dapol has also catered for early and late locomotives in its tooling suite. Our review sample of D406 in original BR blue has plates over the multiple working cable positions and an inset panel on the roof.

From the factory the model comes with Rapido couplings fitted into NEM pockets at each end together with a full set of short pipework. The latter allows the couplings to be retained while the bufferbeam is populated and Dapol also includes a set of full-length bufferbeam pipes for those who wish to replace the coupling entirely. The steps to each





Front end detail is excellent and Dapol has created short pipes which allow full bufferbeam detail to be added as well as a Rapido coupling.

buffer are also all present from the factory, and superbly fine too.

The cab front detailing is excellent and includes four separate grabrails and the footstep cutout in the centre. The front windows have windscreen wipers printed on while above is the headcode panel which illuminates with the direction of travel. Being an early version, D406 features four character train codes while later period models have this feature plated over, as it should be.

The bodyside features metal handrails to each cab door as well as neatly moulded grilles and clear glazing for the engine room windows. The overall body shape is modelled superbly.

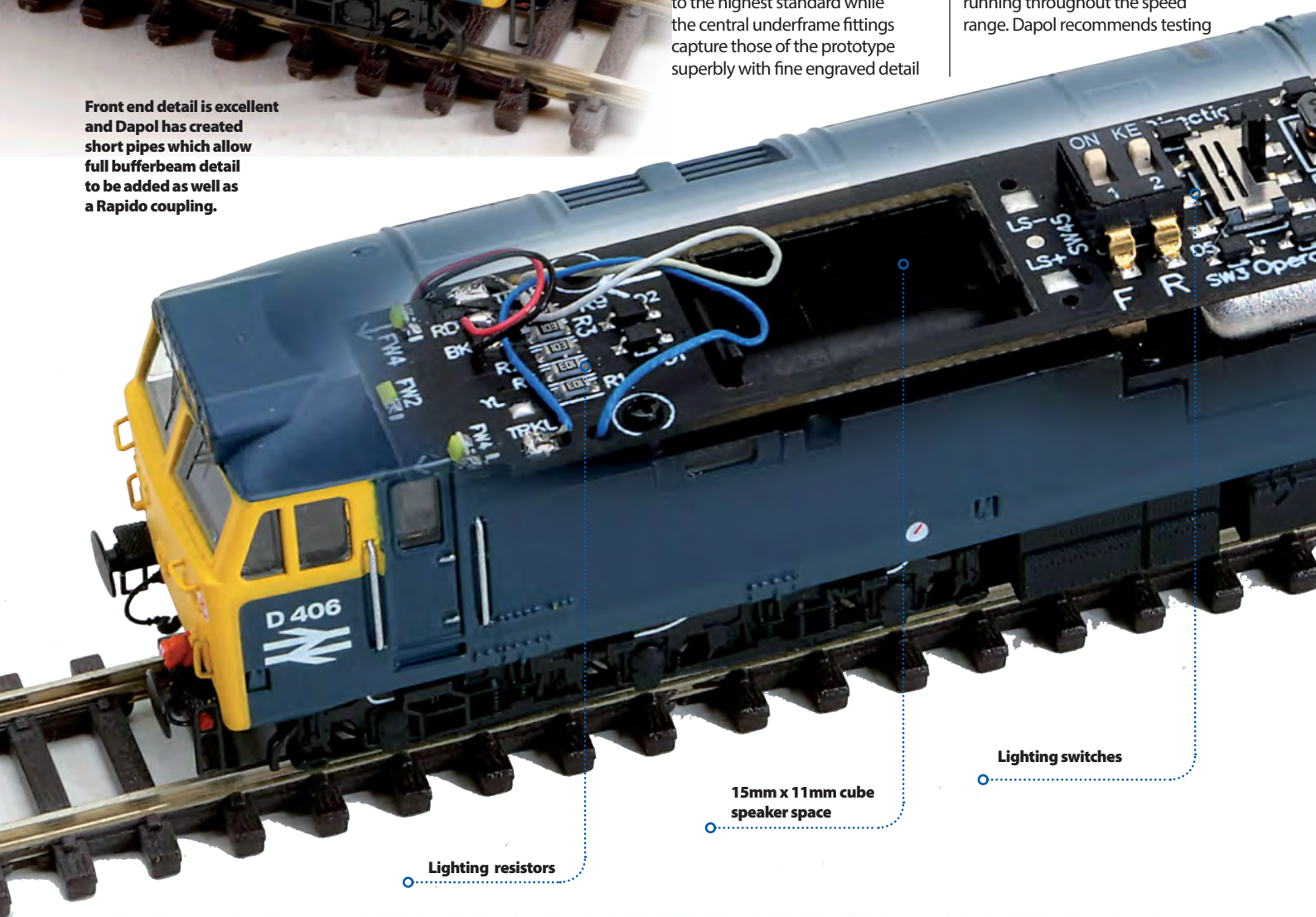
Moving to the underframe, and this is a stunning area of the model. The bogies are moulded to the highest standard while the central underframe fittings capture those of the prototype superbly with fine engraved detail

as well as daylight around the components where it counts.

While our sample is finished in original BR blue, other versions have been released in BR 'large logo' blue and Network SouthEast colours as general releases. Three limited editions are also available modelling 50007 *Sir Edward Elgar* in GWR lined green (Dapol Collector Club special), 50015 *Valiant* in 'Dutch' grey and yellow (DCC Supplies) and 50049 *Defiance* in BR 'large logo' blue with a black roof (The Fifty Fund).

PERFORMANCE

Recent experience with Dapol's 'N' gauge models has offered flawless motor and drive characteristics, and the Class 50 is no different. From the get-go, our sample of D406 was quiet, smooth and free running throughout the speed range. Dapol recommends testing



the locomotive at low speeds but states that a running-in period or pre-oiling aren't required.

We were impressed by the performance of the mechanism which we found to be highly responsive to speed changes as well as offering flicker-free lighting through its all-wheel pick-up chassis.

Our load tests were limited by the size of our current test track for 'N' gauge, but our sample showed that an eight-coach rake of present-day Bachmann Mk 1s was no match for its capabilities, both in

starting and continuous running.

The Class 50 has a Next18 decoder socket provided on the chassis for simple conversion to digital operation while space is also provided for a 15mm x 11mm cube type speaker at one end of the chassis. This also makes potential upgrades straightforward, though Dapol is also offering DCC fitted and DCC sound fitted versions fully prepared by its team.

Analogue users can take control of lighting options via the four switches on top of the chassis.

The body is easy to remove to access these switches which control taillights and cablights. A fifth switch is used in conjunction with DCC for independent operation of the taillights.

OVERALL

The Class 50 is an overdue new release for 'N' gauge and the arrival of this new version follows the high

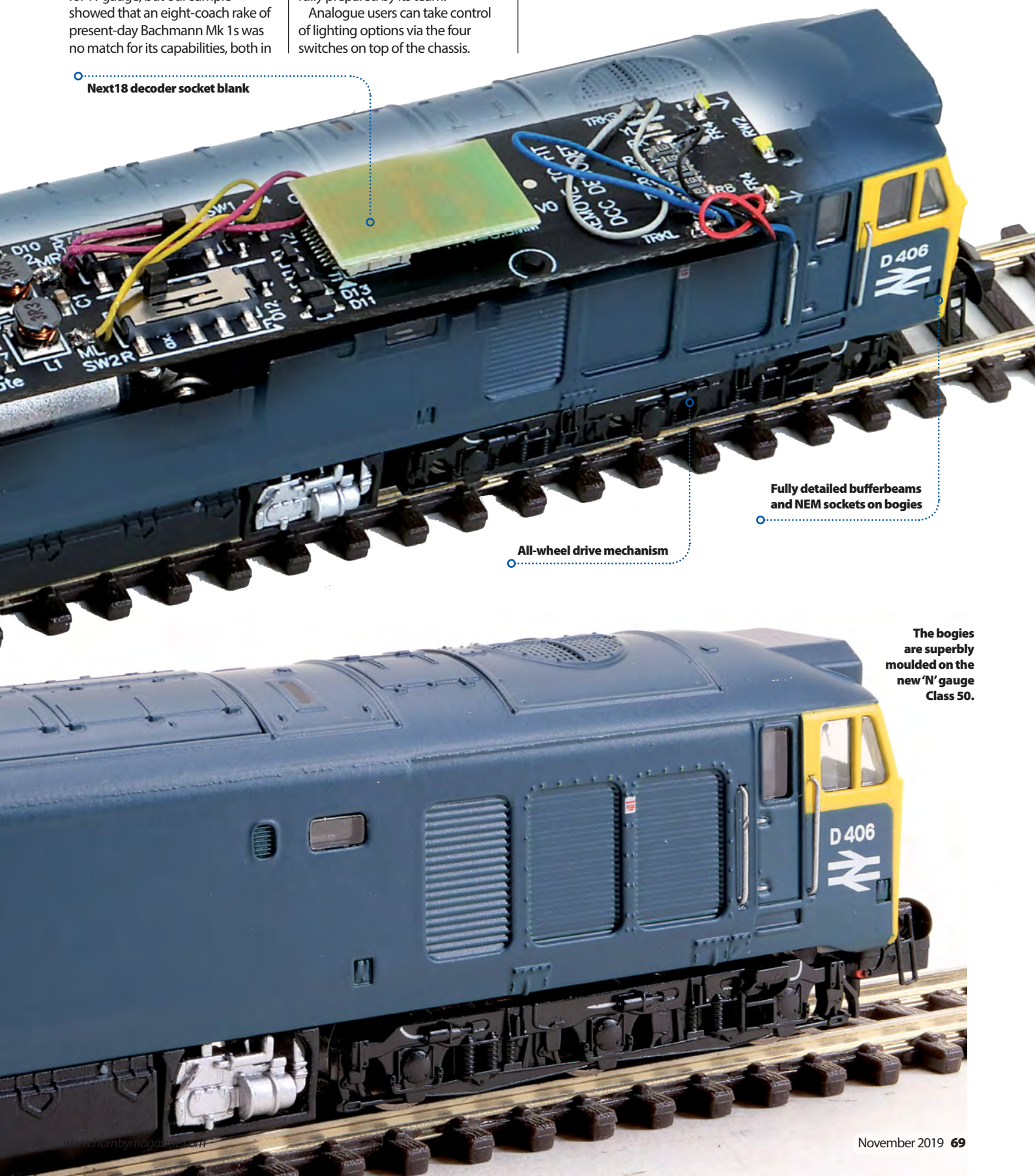
standards set by Dapol's Class 68 in 2018 (HM131). Its functionality, detail and performance are all top-notch and from what we have seen it has gone down extremely well with 'N' gauge modellers. And so it should – this is a superb addition to the Dapol catalogue and one which we think could bring new interest to the scale. Excellent and available now. (MW)

Next18 decoder socket blank

Fully detailed bufferbeams and NEM sockets on bogies

All-wheel drive mechanism

The bogies are superbly moulded on the new 'N' gauge Class 50.



Kernow PRA

● Price: £39.99
● Cat No: SB007D/SB007H

● Site: www.kernowmodelrailcentre.com
● Era: 7/8

CHINA CLAY WAGON



KERNOW Model Rail Centre (KMRC) has taken delivery of its latest exclusive 'OO' gauge model – the PRA two-axle China Clay wagon.

Converted by the Standard Wagon Company in Heywood in 1983, the prototypes utilised underframes recovered from Associated Portland Cement Manufacturers (APCM) PVV bagged cement vans with new bodywork and canvas sheeted covers. Fourteen of these distinctive vehicles were converted for china clay use for service on long distance workings between the West Country and Scotland. One service was Pons Mill to Corpach paper mill on the West Highland Line.



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Our review samples include one early-liveried model, RLS6308, and a late-liveried example, RLS6316. Both are modelled to the same specification, the main difference being the overall decoration with the early example carrying an all-over grey finish. The later example features a black underframe.

Detailing is very good with plenty of separately fitted parts including finely moulded ladders, handrails, etched metal walkways and platforms, handbrake levers, underframe cylinders, brake rigging and pipework. The body is neatly moulded with five bodyside ribs, while the roof area is particularly effective with its eye-catching red canvas sheeting, roller and elastic securing cleats.

Decoration is excellent, with both samples displaying a high-quality evenly applied paint finish with

crisply printed lettering, TOPS panels and labels. The overall finish on the early examples is particularly good as it also highlights some of the underframe elements that are not quite so noticeable on the later period model. With four vehicles offered in each colour scheme, the opportunity to vary the placement of lettering and labels between them also adds extra variety to a rake.

The PRAs are fitted with cranked tension lock couplings in NEM pockets, so you may need to make adjustments if planning on using alternative couplings. Turned metal wheels are fitted.

The hobby is enjoying an upsurge in 'OO' wagon projects right now and this is another impressive example that is sure to prove popular with modellers of the 1980s rail scene. (MC)

New C&L Finescale Track Panels

- **Price:** £8.50-£12
- **Cat No:** 4FT222A/4FT22AB/4FT22AM
- **Site:** www.clfinescale.co.uk
- **Era:** 3-7



C&L Finescale's extensive range of track components is bolstered with the addition of two new 4mm scale track bases.

Available in branch line and main line formats, the new track base is neatly moulded in scale 30ft sections with correct sleeper width and spacing - two sections make up a 60ft track panel.

Our review samples were neatly moulded in brown plastic with realistic wood grain to the sleepers and good definition to the rail chairs and securing bolts. The track base is available on its own for self-assembly (Cat No.

4FT22AB/4FT22AM) or offered pre-assembled with C&L Finescale code 75 HiNi nickel silver bullhead rail in metre lengths (4FT222A).

To the untrained eye, both types may appear to be the same on first glance but on closer inspection there is a difference between the branch and main line examples, which relates to the positioning of the wooden keys

wedged between the rail and rail chair - a magnifying glass may be required! The bases are also marked accordingly underneath - 1 (branch line) or 2 (main line) - to further help identify the two types. Impressive detailing. (MC)

Skaledale Nissen hut

- **Price:** £14.49
- **Cat No:** R8788
- **Site:** www.hornby.com
- **Era:** 3-9



New in for the Hornby Skaledale resin building collection is this characterful Nissen hut. These pre-fabricated half-round steel structures were designed in the First World War by Major Peter Norman Nissen and were common at military barracks.

Hornby's new version measures 93mm x 78mm and

features glazed windows to the front and side elevations with etched metal window frames. The building features a typical all over green paint finish relieved by the white window frames and blue front door. It will make an ideal building for an industrial or military theme setting. (MW)

Ellis Clark delivers Darstaed Mk 1 SUBURB



ELLIS CLARK TRAINS has become an important name in ready-to-run 'O' gauge, especially following the announcement of its LMS Stanier 'Black Five' 4-6-0 and LNER Thompson carriages in August (HM148). However, right now its new Darstaed-produced collection of BR Mk 1 57ft non-corridor carriages are in the limelight.

The collection was announced in 2018 following on from the launch of its BR Mk 1 corridor

stock for 'O' (HM130). Ellis Clark set out to produce new bogies and correct the ride height from the corridor stock for the new short suburban and it has also moved forward with the level of detail, both inside and out.

The 1954-introduced 57ft suburban carriages feature a die-cast chassis, etched metal sides with separately fitted handles and grabrails, full interior detail and a plastic moulded roof. The bogies are compensated and include turned metal wheels as

well as pick-ups on one pair of wheelsets to power the interior lighting. The full collection consists of the Brake Second, Second Open, Second, Composite, Composite Lavatory Open and Second Lavatory Open. Four liveries are being offered covering BR crimson, BR maroon without lining, BR lined maroon and BR blue.

For review we had the opportunity to inspect a Brake Second (BS) and Second (S) in the earliest BR crimson livery. This is suitable for the steam era as well as the earliest period of diesel haulage.

Both were immaculately turned out with clean application of the crimson base colour while the ends were correctly finished in black. The only printed detail from the factory is 'Emergency Lighting Point' on the solebar, as a sheet of transfers is included with each coach to allow it to be numbered to customer tastes.

The body shape looks spot on while features such as the carriage end handrails, full length footstep and emergency brake conduits are all present. On the roofs you will find neatly moulded ribs as well as roof vents and periscopes on the BS. The underframes are

● Price: £169.00 each ● Cat No: D23-3-3 (S), D23-3-7 (BS)
 ● Site: www.ellisclarktrains.co.uk ● Era: 4/5

ANS



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REVIEW**



similarly superbly detailed with full relief battery boxes, V-hangers, dynamo and brake rods running to each bogie. Also worth noting is that a switch is included on the pick-up bogie to allow the interior lights to be turned off. The lighting works with analogue and digital control systems without the requirement of a decoder.

The interior is fully detailed on each coach. This includes patterned and shaped seats, pictures and mirrors on compartment walls as well as etched metal luggage nets above each bench. Instructions are provided for removal of the roof for access, but because of the screw locations it isn't quite as

straightforward as we would have expected to take the roof off.

On the track our two samples ran smoothly through a combination of Peco bullhead track including straight and curved points as well as a double slip. They will also negotiate second radius Peco set track curves. The icing

on the cake are the working screw link couplings, sprung buffers and a working taillamp on the Brake Second to bring up the rear of the train.

Ellis Clark Trains and Darstaed have done an excellent job in creating these new models of the BR Mk 1 suburban stock. Their first British outline finescale models of the Mk 1

corridor carriages were good but these are a significant step up from those in all respects. With the comprehensive choice of vehicle types, 'O' gauge modellers will now be able to replicate a range of BR era suburban trains including the Great Northern line workings which saw Class 31s at the head of mixed colour rakes. Excellent and available now. (MW)



Sonic VEA Van

● Price: £19.95 ● Cat No: NVEA-001A/NVEA-002C/NVEA-005A ● Site: www.revolutiontrains.com ● Era: 7/8

SONIC Models has delivered its debut 'N' gauge model with the arrival of the VEA box van.

Working closely with Revolution Trains, Sonic Models is the first Chinese manufacturer to produce and issue products direct to the British market and was created by a former Kader/Bachmann design engineer.

VEA vans were developed for use on munitions trains for the Ministry of Defence (MOD) in the late 1970s when it became apparent that BR's new air-braked long wheelbase vehicles were not suited to the sharp track curvature at some MOD depots. As a result, a programme of

air braked conversions took place on former 1960s-era Vanwides. They could be seen in block train and mixed Speedlink formations, as well as trip workings to and from MOD depots, remaining in service into the early 1990s when withdrawals began to take place. Some were retained for departmental use, while a large number enjoyed further work as internal user vehicles with the MOD. See feature in HM146 for more on the VEA story.

Sonic Models' new 'N' gauge VEA van is offered in three colour schemes with five differently numbered examples in BR maroon (Cat No. NVEA-001A-E), five in BR Railfreight grey and red

(NVEA-002A-E) and three in BR Railfreight Distribution dark grey and yellow (NVEA-005A-C).

Our review samples were finished as 230011 in BR maroon, 230117 in BR Railfreight red and grey and 230142 in Railfreight Distribution colours. Each features a neatly moulded body with separately fitted white painted door handles, impressive rivet, strapping and door detail, door runners, corrugated ends, roof and an outstanding underframe. Turn the model upside down and there is a full complement of brake rigging, pipework and cylinders! Brake blocks are in line with the turned

metal three-hole wheels, while leaf spring detail, roller bearing axle boxes and handbrake levers are also neatly moulded. Blackened metal buffers complete the detailing, while close-set Rapido couplings in NEM pockets result in close coupling between vehicles. A separate detailing pack containing cosmetic screw-link couplings and air pipes is also included, together with a printed diagram.

This is a stunning entry for Sonic Models with a level of finesse that we have come to expect in the scale and certainly bodes well for the manufacturer's future plans. (MC)



These useful vans are perfect for modellers of a range of eras.

Gaugemaster Collection 'large logo' Class 66

● Price: £119.95
● Cat No: GM2210101
● Site: www.gaugemaster.com
● Era: 11

It is 21-years since the first Class 66 heavy freight diesel-electric was completed by Electro-Motive Division of General Motors in 1998. Since then 455 have been built for the British market and they have become the most common freight locomotive on the British railway network.

GB Railfreight is a major user of the Class 66 for its freight contracts and has developed a reputation for painting its locomotive in unique colour schemes. One of the most eye-catching of recent times is 66789 *British Rail 1948-1997*, which



carries a GBRf branded version of BR 'large logo' blue and yellow.

Gaugemaster has selected this stand out locomotive for the first of its Gaugemaster Collection of 'N' gauge models. It is available across its retailer network too, as well as direct from Gaugemaster. The model uses the Dapol Class 66

tooling as its basis which features a five-pole motor, directional lighting, all-wheel drive as well as a Next18 decoder socket.

Decoration is excellent with crisp application of all body colours as well as the BR logos and 66789 number over the tricky ribbed side panels. Other highlights include

flush glazing, an etched metal roof grille, NEM coupling pockets and an accessory pack containing replacement close couplings.

Gaugemaster's choice of 66789 will be a well-received addition for 'N' gauge which is already selling fast through its retailers. Perfect for contemporary layouts. (MW)

Livery application and detailing were superb on all three of our samples.



The underframe of the VEA is exquisite in every detail.

First World War tank transport

- Price: £32.95
- Cat No: 373-928
- Site: www.bachmann.co.uk
- Era: 2



Military wagons are a popular choice for ready-to-run products at the moment and Bachmann's Graham Farish range has produced a First World War period bolster wagon with a sheeted tank load. The wagon uses the Farish 30ton bolster wagon as its basis, but without the bolsters. It has turned metal spoked wheels in plate frame bogies and

Rapido couplings in NEM pockets.

The stand out elements are its War Department livery and sheeted tank load. The load is a resin moulding which has been superbly crafted with a textured finish as well as being decorated with a worn canvas look. It has been designed

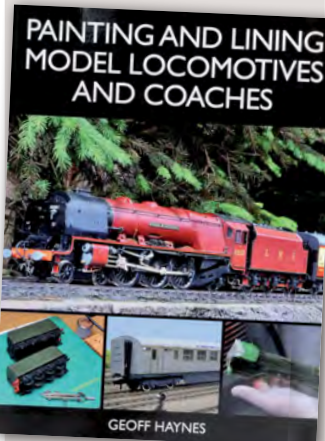
to sit on the bolster wagon deck.

This is another attractive addition to the Graham Farish range which will sit well alongside the recently released SECR 'C' 0-6-0 and other pre-grouping locomotives. (MW)

RECOMMENDED READING

PAINTING AND LINING MODEL LOCOMOTIVES AND COACHES

Author: Geoff Haynes
Publisher: www.crowood.com
ISBN: 978 1 78500 627 2
Price: £19.99
Spec: 190 pages, softback



NEW from Crowood, Geoff Haynes' guide to painting and lining model locomotives and coaches does just what it sets out to do and is aimed at both the beginner and those with more experience.

Geoff begins by explains how he started spray painting with a basic airbrush. Whilst primarily focused on kit-built models, many of the techniques shown are transferable.

Chapters cover tools, how to prepare a model for painting, using an airbrush, mixing paint, lining with bow pens, applying transfers, lettering, numbering and weathering.

Geoff demonstrates the various processes with practical examples throughout, explaining the methods along the way. Some of the fine lining is particularly impressive and requires a steady hand, with the author guiding you through and showing you how to achieve the desired results. Basic weathering techniques is also covered.

Photography throughout is first rate with crisp images accompanied by clear captions. Text is easy to follow and each stage of the process is covered, with practical exercises demonstrated in such a way that you could give it a go yourself. (MC)

Bachmann's all-new 'J72'

The Worsdell 'J72' 0-6-0T was built by three different railway companies over five decades. Bachmann has created a brand new 'OO' gauge version of the popular tank engine which leaves its previous veteran model in the dust. **MIKE WILD** puts the all-new 'J72' to the test.

THE WORSDELL 'J72' 0-6-0T has a fascinating history. The first were built by the North Eastern Railway in 1898 to be followed by batches built under LNER and BR direction. The last were completed in 1951. In total 113 'J72s' were built with only small modifications along the way.

In model form this characterful tank engine has been a signature part of the Bachmann catalogue. It was one of the locomotives which launched the Bachmann Branchline range in 1990, but in recent years this original tooling has been showing its age. The split-chassis design and heavier mouldings of the 1990s don't now meet modellers' expectations. In 2015 Bachmann planned a new DCC ready chassis with a Next18 socket while retaining the original body. Three years on the plan changed and instead Bachmann decided that the way forward for the 'J72' was to create a brand new model from the ground up and that is what you see here.

The tooling is much more comprehensive than ever before, as it can cater for original North Eastern Railway 'E1s' (the original classification for the 0-6-0T), as well as the LNER and BR built 'J72s'. Four versions are being produced initially, modelling 'J72s' 2313 in LNER lined black (Cat No. 31-060), 68733 in BR black with early crests (31-061), 68696 in BR black with late crests (31-062) and 'E1' 2173 in NER lined green (31-063).

THE MODEL

Reality Check on pages 80-81 has more on the history of the 'E1'/'J72' 0-6-0T, so here we will concentrate on the Bachmann model. Our sample models 68696 in BR black which comes in the manufacturer's standard half-length packaging consisting of a cardboard outer with a plastic blister inside to hold the model securely during transit.

Inside is the 0-6-0T together with an accessory pack and a full set of instructions for operation of the model, dismantling and its digital features. The accessory pack includes lamps which slot onto the lamp irons as well as cab doors (these are tricky to fit), steam pipes and neat three link couplings.

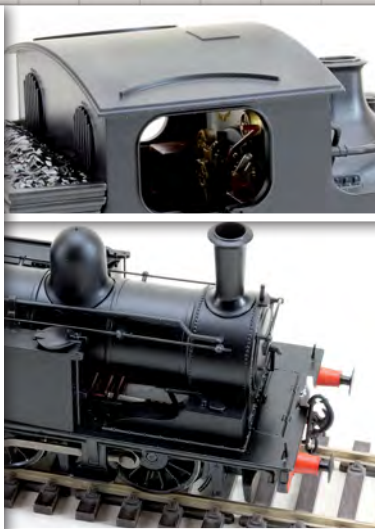
The BR black livery of 68696 is simple and cleanly applied but there

are plenty of details to appreciate. These include printing of the class on the front bufferbeam, a finely replicated 51L Thornaby shedcode, locomotive numbers, silver and red colouring of the inside valve gear mouldings, and superbly reproduced BR crest (which Bachmann tells us has seven different colours printed in it) and a fabulously detailed cab interior.

This area features a wood coloured floor together with a lever reverser, regulator, backhead fittings and gauges – all of which are picked out in suitable colours. By comparison, the original model had no cab interior – just a large metal chassis block filling this important area.

The specification for the new 'J72' contains sprung metal buffers, small tension lock couplings in





TECHNICAL DETAILS

Manufacturer:	www.bachmann.co.uk
Cat No:	31-062 (reviewed)
Description:	LNER 'J72' 0-6-0T 68696, BR black
Gauge:	'OO'/16.5mm
Scale:	4mm:1ft
Length:	114mm
Price:	£124.95 (DCC ready)
Couplings:	Small tension locks in NEM pockets
DCC:	DCC ready, Next18 socket
Speaker:	15mm x 11mm cube
Exterior lights:	None
Interior lights:	Twin LED firebox flicker
Minimum curve radius:	Second
Motor type:	Coreless
Flywheel:	None
Wheel arrangement:	0-6-0T
Purpose:	Branchline and shunting duties
Haulage capacity (expected):	15-20 wagons
Haulage capacity (actual):	35 wagons

NEM pockets, a Next18 decoder socket, firebox flicker, fine profile metal wheels and a coreless motor driving the centre axle.

Standing the new 'J72' alongside its predecessor, the advances in model development are clear to see. Both look like their intended real life counterpart, but the new version does it with much more refinement and detail. For starters, the chimney is a

radical improvement while this version also has a full set of lamp irons (the original had none!), separately fitted handrails, neatly produced boiler pipework, detail below the boiler between the frames and a full set of factory fitted brake parts. Glazing to the cab is supremely fine while a cast metal coal load finishes off the bunker.

It's an excellent depiction of a distinctive and useful locomotive which can be

tasked with everything from a branch line passenger train to yard shunting or station pilot duties.

PERFORMANCE

As always, we started our performance testing by running the model in as advised in the instruction sheet. The sheet also notes that the new 'J72' is designed to operate on a minimum of second radius curves.

Straight from the box our sample ran silently throughout the speed range with its coreless motor providing smooth running through all speed changes. The model also ran perfectly through a range of code 75 finescale trackwork including large and medium radius points as well as diamond crossings.

Load testing started with a 15-wagon train which we later increased to 35 wagons – a load it still handled with ease, even with the full weight of the train around a curve. This should prove to be plenty for all situations the 'J72' is likely to encounter in a model world.

For those looking to upgrade to digital operation, the 'J72' is equipped with a Next18 decoder >>



**FIRST
REVIEW**

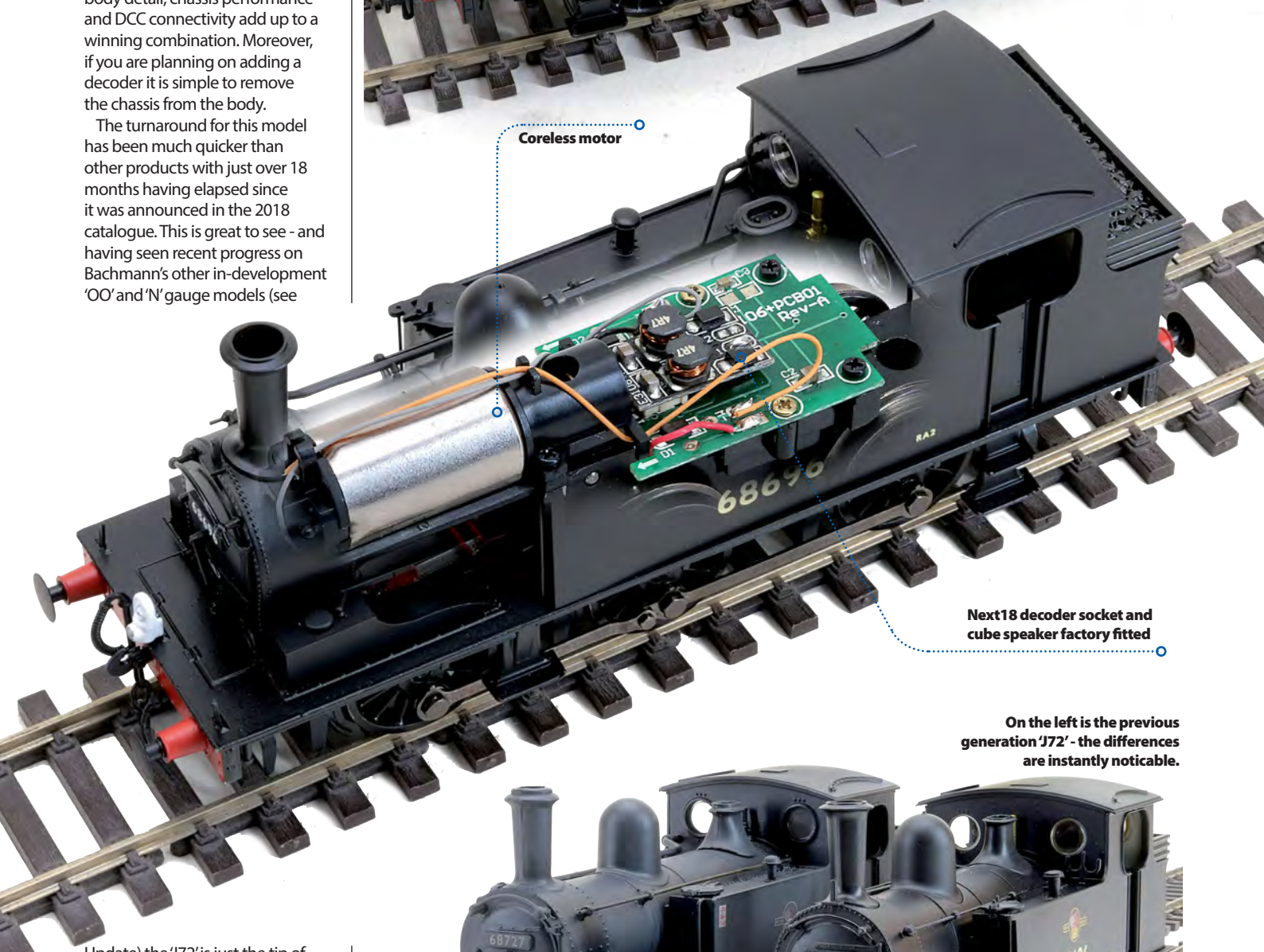
socket and a factory fitted 15mm x 11mm cube speaker positioned underneath the main Printed Circuit Board. This makes the model a one step process to change to DCC fitted or DCC sound operation. In addition, the model features a twin LED firebox flicker which can be controlled with two function outputs on a DCC decoder. Details are included in the instruction sheet while analogue users will find the firebox glow increases with speed.

OVERALL

Bachmann's new 'J72' is a radical improvement over the previous generation in all respects. The body detail, chassis performance and DCC connectivity add up to a winning combination. Moreover, if you are planning on adding a decoder it is simple to remove the chassis from the body.

The turnaround for this model has been much quicker than other products with just over 18 months having elapsed since it was announced in the 2018 catalogue. This is great to see - and having seen recent progress on Bachmann's other in-development 'OO' and 'N' gauge models (see

Bachmann's new 'J72' is a radical improvement over its predecessor.



Next18 decoder socket and cube speaker factory fitted

On the left is the previous generation 'J72' - the differences are instantly noticable.

Update) the 'J72' is just the tip of the iceberg for a wave of new product releases. Watch this space.

This compact tank engine will find favour with LNER and BR era modellers alike and as *Hornby Magazine* closed for press the full production batch was expected to arrive in the UK during October. An excellent and useful model which is sure to be a popular addition to the Bachmann range. (MW)



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Worsdell's **LNER** **'J72'**

*Introduced in the Victorian era, the North Eastern Railway's pretty little 'J72s' were so good they continued to be produced into the BR era. **EVAN GREEN-HUGHES** explains the story of this class of 113 locomotives.*

IN THE FINAL YEARS of the 19th century, the North Eastern Railway (NER) was one of the richest in the country. It had built its good fortunes on the transport of goods and particularly minerals. Its extensive operating area covered most of the country between York and Scotland and out to the east coast. The company's operation had a huge thirst for goods engines, with many of them employed on short freight workings or in working one of their hundreds of railway yards. As was normal practice at the time most of these were of the 0-6-0 wheel arrangement, with many being tank engines, which were used almost exclusively on the lighter work.

When Wilson Worsdell succeeded his brother as Locomotive Superintendent of the NER in 1890, the company was producing the 'E' 0-6-0. It was a four year old and capable design which led to its continued production. Wilson Worsdell, however, preferred goods engines to have driving wheels of around 4ft diameter, about 6in less than those used on the 'Es' and as a result he developed a modified design which would become the 'E1' and later better-known as the 'J72' under the London North Eastern Railway classification system.

Apart from the smaller driving wheels, the improved engines were fitted with larger cylinders of 17in diameter instead of 16in which had a 24in stroke instead of 22in. This gave them improved haulage capabilities but they were otherwise very similar to the earlier locomotives,

NER 'J72' 0-6-0T 68700, built at Darlington in 1914, shunts at Keith on the Great North of Scotland section in September 1957. The 'J72s' were one of few LNER classes to operate on the territory of all seven of its constituent companies.

W.J. Verden Anderson/Rail Archive Stephenson.



particularly with regards to the boiler, which was more or less identical. All had steam brakes and no provision for train braking and a total of 20 were completed at Darlington works in 1898 and 1899.

The first of the class were allocated to Hull, West Hartlepool, York and Heaton with solitary examples sent to Tyne Dock, Stockton and Darlington. All were employed in general shunting work, with some trip freights and they proved to be very successful.

FOLLOWING BATCHES

Some 15 years then elapsed before any more 'E1s' were built by which time Worsdell had been succeeded by Vincent Raven. Raven was a great innovator – he introduced electric traction to the North Eastern Railway – but he also didn't abandon ideas which had already been proved to work. As a result, he ordered construction of a further 20 'E1s' equipped with slightly heavier frames, longer coal bunkers and some changes to bring them into line with current engineering practice of the period. These all went to sheds in County Durham including eight to West Hartlepool, four to Sunderland, four to Borough Gardens at Gateshead, two to Tyne Dock and one each to Darlington and Shildon.

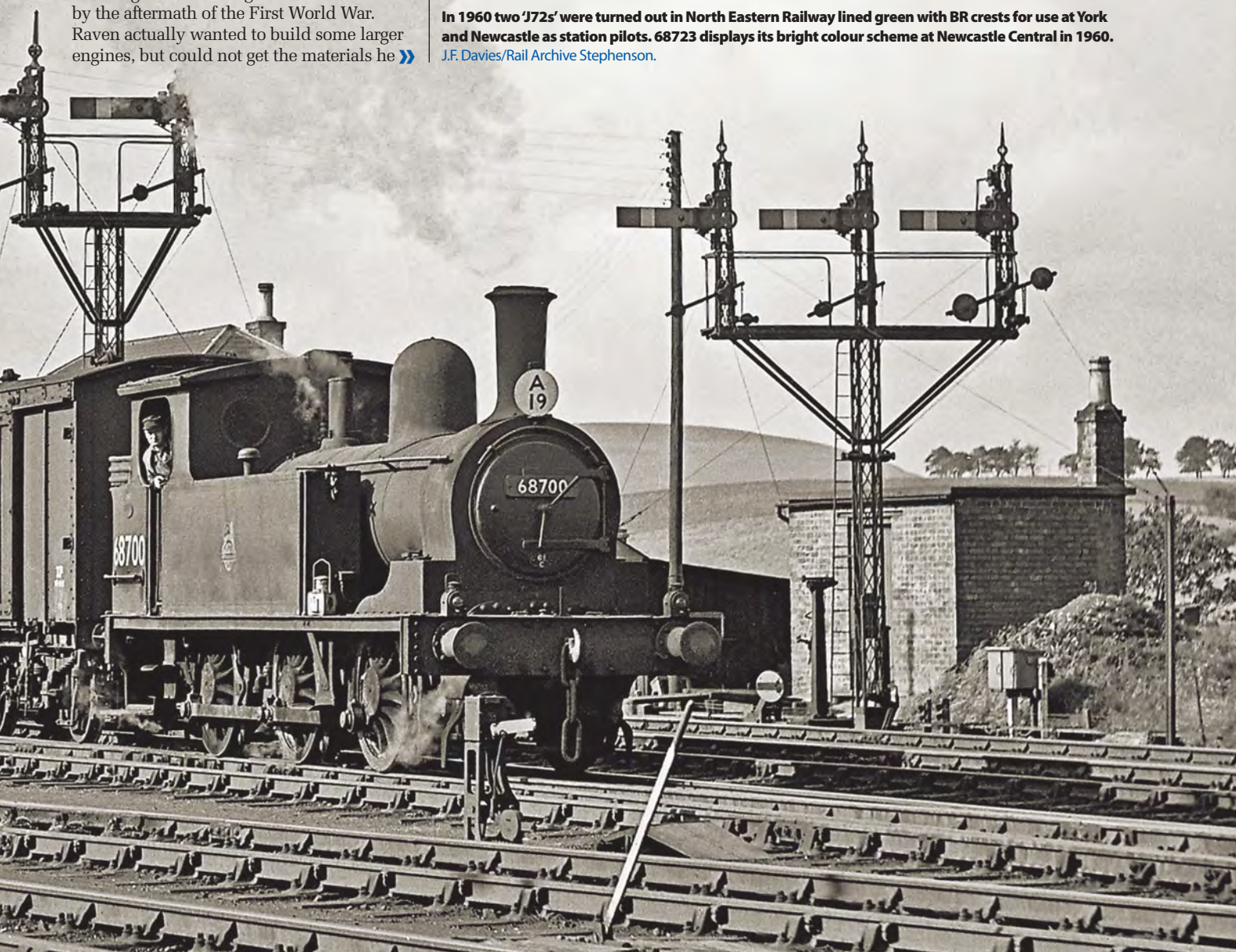
A third batch followed in 1920 to a broadly similar specification because the NER was suffering from a shortage of materials caused by the aftermath of the First World War. Raven actually wanted to build some larger engines, but could not get the materials he >>

BUILD DATES AND NUMBERS

BUILT	BUILDER	1923 NUMBER	1946 NUMBER	BR NUMBER
1898	Darlington Works	462, 1715, 1718, 1721-1722, 1732, 1744, 1746, 1761, 1770	8670-8679	68670-68679
1899	Darlington Works	1720, 1728, 3334, 3336, 3341, 3342, 3347, 3349, 3363	8680-8689	68680-68689
1914	Darlington Works	2173-2192	8690-8709	68690-68709
1920	Darlington Works	2303-2312	8710-8719	68710-68719
1922	Armstrong Whitworth	2313-2337	8720-8744	68720-68744
1925	Doncaster Works	500, 512, 516, 524, 542, 566, 571, 574, 576, 581	8745-8754	68745-68754
1949	Darlington Works			69001-69015
1950	Darlington Works			69016-69020
1951	Darlington Works			69021-69028



In 1960 two 'J72s' were turned out in North Eastern Railway lined green with BR crests for use at York and Newcastle as station pilots. 68723 displays its bright colour scheme at Newcastle Central in 1960. [J.F. Davies/Rail Archive Stephenson.](#)



needed and therefore, to keep Darlington Works fully employed, he elected to build more 'E1s' instead. Ten engines were built in this batch with five of them being sent to Middlesbrough and the remainder being used to bolster existing allocations.

Shortly afterwards, an order was placed with Armstrong Whitworth and Company for a further 25 'E1s', with delivery to take place by February 1921, but these were delayed and did not actually make an appearance until April to October 1922. The following year the railways were grouped into the 'Big Four' and all the 'E1s' passed to the London and North Eastern Railway (LNER) which reclassified them as 'J72s' – 'J' being used to designate locomotives with an 0-6-0 wheel arrangement.

The LNER recognised the soundness of the Worsdell design and ordered a batch of ten which were, surprisingly, built at Doncaster Works in 1925. Of this batch three went to Neville Hill in Leeds, two to Hull Dairycoates, one to Alexandra Dock and the other four were in traditional North Eastern territory at Sunderland, York and Ferryhill.

Throughout this time there were few changes to the design, although the Ramsbottom safety valves were replaced by Ross 'pop' type, the smokebox door latching arrangements were updated and there were variations to the buffer beams, couplings and to the buffers themselves. In time some of these variations were applied to earlier engines, while some later-built locomotives acquired parts from earlier builds during overhauls.

The 'J72s' could be seen all over the North Eastern Region as well as further afield. On August 30 1956 BR built 'J72' 69006 passes Middlesbrough station with a transfer working consisting of steel flats and bolster wagons. J.F. Davies/Rail Archive Stephenson.



BEATING THE ODDS

Another 38 'J72s' should have been built in 1930-1931 but these were cancelled when the Gresley 'J50' 0-6-0T was selected as the LNER's standard shunting engine. At this time the 'J72' was to have been run down with examples being withdrawn as new boilers became due, but all were still active in 1946 when another change in policy saw this idea abandoned. In a surprising about turn, an order was then placed for more of the North Eastern designed 'J72s', but these were then deferred and did not see the light of day for another three years.

When British Railways was formed in 1948 none of the class had been withdrawn, and all remained at their traditional duties. Most were still employed within the former North Eastern area. Six locomotives were sent to Scotland in 1932-1934 while others were located at Doncaster and Bidston, where they were used on Birkenhead Docks. One was also allocated to Neasden for five years from 1935 and eventually the class was to serve in sheds from all seven constituent companies that

had made up the LNER – an incredible achievement for a humble tank engine.

Under British Railways, 28 further 'J72s' were constructed, with some minor differences to those that had gone before. Twin handles were fitted on the smokebox door, group standard buffers and drawgear were used and steam sanding was fitted on the leading axle with the sandboxes being located below the running plate instead of in the cab.

In addition, the final eight had vacuum ejectors fitted enabling them to work with empty stock trains, this modification had first appeared on 1720 and 2313 in 1937 and between December 1947 and October 1948 a further 13 examples had been so fitted, with three more joining them in 1950. In this form the 'J72' became very popular as a station and carriage shed pilot, but in all cases three-link couplings were retained, limiting them to non-passenger workings. More conversions followed with the necessary equipment being taken from withdrawn 'J71s' and 'J77s' until in the end 41 of the 'J72s' could work fitted stock.



As diesel shunters began to make an appearance on the Eastern and North Eastern Regions, some of the 'J72s' were reallocated with places such as Ardsley, Goole, Selby, Normanton and Thornaby being given their first allocation. Others, however, were being used on much more prestigious work including a pair of Gateshead engines that were used as pilots at Newcastle Central station. One of these 8680 had appeared in full LNER lined green in May 1947, acquiring a BR emblem to go with it two years later. Ultimately it was outshopped in BR lined black. 68723/68736 were painted in North Eastern lined green livery in 1960 for pilot duties at York and Newcastle with both then being allocated to Newcastle until withdrawal. The rest of the fleet were always black, although Doncaster engines were lined out in red when built, this feature not lasting for long. Numbers were usually carried on the tank sides, though those allocated to Scotland had them repositioned on the bunkers.

RUNNING DOWN

Withdrawals started in June 1958 as more diesel shunters became available with the whole class being taken out of service within three years, despite many of them being only 12 or 13 years old. The final two were 69005 and 69023 from the British Railways built batch. Both were taken into departmental stock at which point they became 58 and 59 allocated to North Blyth as wagon de-icing units. Later they were sent to Gateshead for steam cleaning duties before being laid up and placed in store, initially at Heaton and ultimately at Tyne Dock, before being withdrawn.

Although 58 was scrapped in January 1968, 59 had a bit more luck as it was sold to a Mr R. Ainsworth who painted it in North Eastern Railway livery and named it

Armstrong Whitworth built 'J72' 68723 is captured on station pilot duty at Newcastle Central in 1952. It is shunting a pair of Stanier parcels vans and a 12ton ventilated van. Kenneth Field/Rail Archive Stephenson.



FACTS AND FIGURES	
Designer:	Wilson Worsdell
Built:	1898-1951
Withdrawn:	1958-1964
Builders:	Darlington Works Armstrong Whitworth Doncaster Works
Purpose:	Goods/shunting
LNER number series (from 1946):	8670-8754
BR number series (from 1948):	68670-68754
	69001-69028
Total in class:	113
Total in BR service:	113
Power classification:	2F
Wheel arrangement:	0-6-0T
Weight (typical):	38tons 6cwt 39tons 12cwt (BR built locos)
Driving wheel diameter:	4ft 1¼in
Valve gear:	Stephenson with slide valves
Length:	27ft 10¼in (1898-1899 built engines) 28ft 9¼in (1914-1925 built engines) 29ft 2¾in (1949-1951 built engines)
Wheelbase:	13ft 8in
Boiler diameter:	Parallel, 3ft 8in
Boiler length:	10ft 0in
Boiler pressure:	140psi
Cylinders:	Two inside, 17in x 24in
Tractive effort:	16,760LBS
Coal capacity:	1ton 5cwt (early engines)

Joem, which was an amalgamation of his parent's names. The locomotive arrived at the Keighley and Worth Valley Railway in 1969, and later moved to the Derwent Valley Light Railway at York, before being placed in store at the National Railway Museum. In 1983 it was purchased by the North Eastern Locomotive Preservation Group (NELPG) and was moved to the North Yorkshire Moors Railway before undergoing an overhaul which saw it finished in its British Railways 'station pilot' colour scheme. Further service at the NYMR followed and the locomotive also visited many other heritage railways during this time. A full overhaul took place between 2005 and 2010 after which the locomotive became a regular performer on the Wensleydale Railway. Currently it is now out of service with boiler issues, and has returned to NELPG's works at Darlington for long-term restoration.

The 'J72' was a remarkable engine which was, despite its diminutive size, capable of hard work in difficult service conditions. Many examples stayed at the same shed for most of their lives, others acquired 'celebrity' status and the class could be found scattered far and wide on both the LNER and the British Railways systems. That examples were still being built 53 years after the first took to the rails says wonders for the soundness of the original proposal, but the 'J72' was also aesthetically pleasing, which is perhaps why the design has proved so popular for both enthusiasts and modellers over the last few decades. [Railman](#)

Shunting and station pilot duties were the most common use for the 'J72s'. BR built J72 0-6-0T 69016 stands at York with inspection saloon M45037M in 1960. Gordon Hepburn/Rail Archive Stephenson.



1914 Darlington built 'J72' 2192 poses at Shildon on June 4 1932. Note the shunting pole tube attached to the side and the Newport-Shildon catenary behind. William Rogerson/Rail Archive Stephenson.





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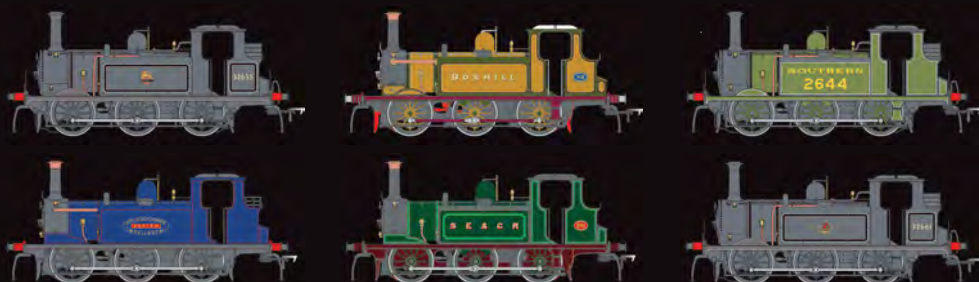
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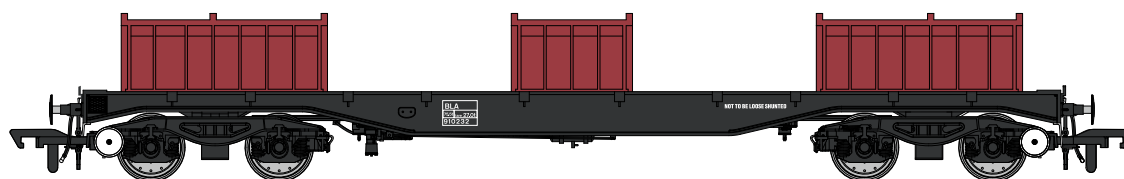
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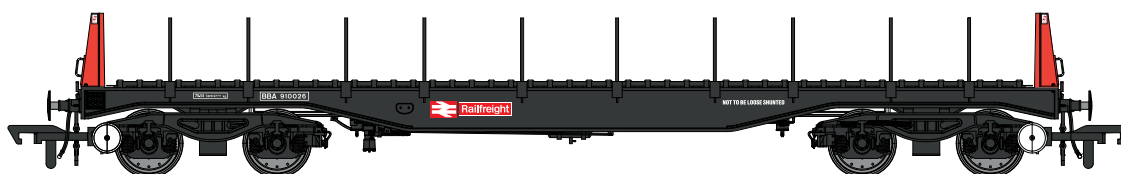
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TWIN TRACK SOUND

FOR 'O' GAUGE!

No, you haven't read the headline wrong – it is possible to use Hornby's budget priced Twin Track Sound decoders in Heljan's big 'O' gauge diesels.

MIKE WILD explains how it can be done using a Lenz Gold Maxi locomotive decoder, a Twin Track Sound decoder and a Heljan Class 40.

TOOLS SOUND DECODER INSTALLATION

- » Crosshead modeller's screwdriver
- » Flat blade modeller's screwdriver
- » Soldering iron
- » Insulation tape
- » Heatshrink
- » Black Tack

SOUND can be an expensive addition for large 'O' gauge locomotives. The twin motors and their associated current draw rule out 'OO' 8-pin and 21-pin decoders because they would have a very short lifespan before their demise – and that includes Hornby's budget focused Twin Track Sound (TTS) decoders – meaning that specific large scale high power chips are required instead.

The TTS family of diesel sound decoders have been well received in 'OO' gauge with their quality recordings and manual driving control options. We've installed them in a large number of 'OO' gauge locomotives since their introduction, but always with a speaker upgrade to make the most of the audio file on board. However, until recently I hadn't considered using them with 'O' gauge locomotives as it seemed unachievable.

A chance conversation with Steven Thompson of Dubmill Sidings (HM78) got me thinking about how I could overcome the costs of sound for 'O' gauge by using a Twin Track Sound decoder. He had been working on a dummy Class 20 for his layout to which he had added a Hornby Twin Track Sound (TTS) decoder. It worked without a motor load against it to operate the sound. This got me thinking



This Heljan Class 40 has been fitted with a Lenz Gold Maxi eight-function decoder to control the motors, lights and roof fan on the locomotive while a Hornby Twin Track Sound decoder has been added purely for sound. The step by step guide explains how we did it.

GO ONLINE!
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With the addition of Twin Track Sound Heljan's big 'O' gauge 'Whistler' takes on an authentic sound at a lower cost. A fully fledged high value decoder will offer greater sound performance and more programming options, but we have been impressed by what we can achieve with the Hornby Twin Track Sound decoder connected to this locomotive. Visit our website for a video.

WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
Lenz Gold Maxi decoder	www.anticsonline.uk	10440
Twin Track Sound Class 40 decoder	www.hornby.com	R8119
Micro plugs and sockets	www.roadsandrails.co.uk	Micro plugs
8ohm 28mm x 40mm speaker	www.roadsandrails.co.uk	28mm x 40mm

about how it could be done in a powered locomotive, as Steven's project had clearly shown that it didn't need the motor connections using – important for 'O' gauge, as the current draw of Heljan 'O' gauge motors would be too much for this 'OO' designated chip.

The method I developed goes against the grain of what is normally accepted for sound installations. Every project I've carried out until now has used one decoder to provide motor, light and sound control. In this project I've used two decoders – a Lenz Gold Maxi eight-function high power decoder

and a Hornby TTS 8-pin decoder. The Lenz chip provides power and control for the motors, lights and roof fan while the TTS chip only serves to provide the audio track. The two decoders do not interact – they just share the same power supply from the track feeds. It is also important that only the red and black track feed wires on the TTS decoder are connected to the locomotive – all of the other wires are redundant in this project as it is literally being used as a sound chip.

The great advantage of this method is the reduction in price for sound and that it can either

CLASS 40 WITH LENZ GOLD MAXI AND HORNBY TTS DECODER FUNCTIONS

FUNCTION	OPERATION	DECODER
F0	Head lights and cab desk lights	Lenz Gold Maxi
F1	Sound on/off	TTS
F2	Horn, high-low	TTS
F3	Horn, low-high	TTS
F4	Roof fan	Lenz Gold Maxi
F5	Notch up	TTS
F6	Notch down	TTS
F7	Idle	TTS
F8	Full power	TTS
F9	Cold start override	TTS
F10	No. 2 end tail lights	Lenz Gold Maxi
F11	No. 1 end tail lights	Lenz Gold Maxi
F12	Fan sound	TTS
F13	Horn, long high	TTS
F14	Horn, long low	TTS
F15	Primer	TTS
F16	Slow flange squeal	TTS
F17	Spirax valve	TTS
F18	Horn, short low	TTS
F19	Horn, short high	TTS
F20	Wagons buffering	TTS
F21	Wagons clanging	TTS
F22	Coupling	TTS
F23	Guard's whistle	TTS
F24	Locomotive buffering	TTS
F25	Unassigned - Aux 1 (green wire)	TTS

be done as a complete job in one go or the sound decoder can be retrofitted later to spread the cost and work involved. All in, including speaker, TTS and Lenz decoder, it has cost a few pounds over £100. An all singing, all dancing 'O' gauge sound decoder alone will set you back between £140

and £180 – though they do have excellent functionality and sound capabilities beyond the TTS chip.

To test the theory of the twin decoder setup, I retro-fitted a TTS Class 31 chip into a Heljan 'O' gauge '31' that I had already converted to DCC and left both decoders with the same address. It worked perfectly, »





Left: The English Electric Class 40s had a distinctive sound which earned them the nickname 'Whistlers'. In June 1963 D322 approaches Dutton Viaduct with an Up express on the West Coast Main Line. R.A. Whitfield/Railphotoprints.uk.

STEP BY STEP TWIN TRACK SOUND FOR HELJAN 'O' GAUGE DIESELS



1

Sound for 'O' gauge can be expensive, but with the combination of a Lenz Gold Maxi decoder to control the motors and lighting functions together with a Hornby Twin Track Sound 'OO' gauge decoder (for sound only) it comes in at a similar price to high-end 'OO' gauge sound decoders.

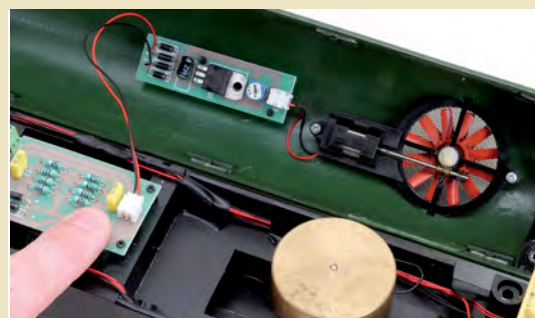


2 The starting point is removal of the body. Four crosshead screws secure the body and chassis together. Turn each bogie to the side to see the screws and then remove them with a suitable crosshead screwdriver. Keep the screws safe for reassembly.



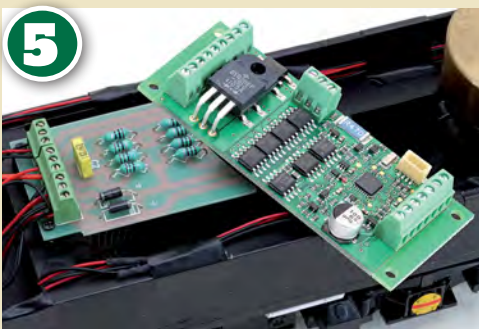
3

Inside the Class 40 are two vertically mounted motors with brass flywheels, a central Printed Circuit Board (PCB) and a powered roof fan. All of the wiring is with red and black cables, no matter what its purpose.



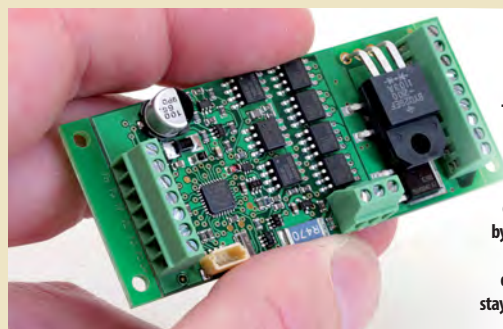
4

Our next step is to disconnect the roof fan so that the body can be set aside. Unplug the micro plug from the socket on the PCB.



5

On the right is the Lenz Gold Maxi decoder. This powerful eight-function decoder can support a continuous motor load of 3amps and a peak of 5amps – plenty for this twin motor Class 40. Its dimensions are 70mm x 29mm which means it will comfortably fit across the top of the well, like the original PCB.



6

This close-up of the Lenz decoder shows the function output connectors on the left of the image, controlled by F1-F6 on a DCC handset (bottom to top). The decoder also allows for a stay alive to be connected.

except that I realised there was a need to disconnect the TTS decoder to allow separate programming of it and the Lenz chip. I also felt I could enhance the sound output with a different speaker. A couple of CV amendments aside, it was a perfect success and added sound quickly and easily to an already operational digital locomotive.

The Class 40 for this step by step guide has been started from nothing. Like all Heljan 'O' gauge locomotives it requires removal of the main Printed Circuit Board to allow the addition of a motor decoder. The complication here is that all the wiring inside is red and black on the 40, so there is no option but to work through the cables carefully to establish their purpose before connecting them to the new decoder. The pick up and motor wires are relatively easy to identify while I soon realised that the two halves of the locomotive are a mirror image for the lighting cables. Looking at it side on, the left hand side has the headlight wires nearest and the taillight cables furthest away while the right hand end is the opposite way around.

To bring both the decoders into service requires a group of CVs to be adjusted (see panel, right) on both decoders and does also require the selective loss of three sound functions (by turning their volume to zero) on the TTS decoder. These allow for independent control of the tail lights and roof fan. However, that is a small price to pay considering there are 24 sound functions in the Class 40 scheme.

The final scheme has independent control of the headlights and taillights, separate control of the roof fan plus a wide range of sound functions to bring the Class 40 to life (see panel). If you wanted, you could use the auxiliary output on the TTS decoder, using the blue common positive and green negative control wires from the 8-pin decoder, to control cab interior lights on F25.

The following step by step guide shows how we installed both the Lenz Gold Maxi and Hornby TTS decoders into the Class 40. Actually adding the TTS decoder is quite straightforward, as it only involves connecting two wires to the pick ups - the hard part is the locomotive light wiring. [Febma](#)

CV CHANGES

● To match the sound performance of the TTS decoder with the driving characteristics for the Lenz Gold Maxi requires a set of Configuration Variable (CV) changes. These were carried out independently on the two decoders using a programming track. We reassigned the function controls for the taillights on the Lenz decoder to fit the sound scheme.

On the Lenz Gold Maxi decoder we made the following adjustments:

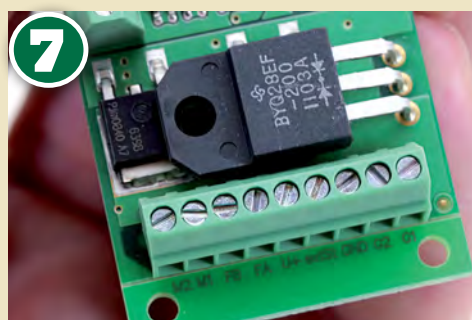
● CV3 (acceleration)	=10
● CV4 (deceleration)	=25
● CV36 (turn off F1 operation)	=0
● CV37 (turn off F2 operation)	=0
● CV44 (reassign F1-F10 to control No. 2 end taillight)	=1
● CV45 (reassign F2-F11 to control No. 1 end taillight)	=2
● CV50 (motor configuration for Heljan twin-motor diesels)	=2
● CV58 (turn off shunting mode speed on F3)	=0

To make way for the roof fan (F4) and taillight (F10/F11) functions we needed to turn the volume down on three sound profiles within the TTS scheme so that they don't provide an inaccurate dual function. We selected F4 (brakes), F10 (compressor) and F11 (door slam) as we knew they were unlikely to be used.

The following CVs were changed on the TTS decoder to turn the volume off on those functions:

● CV164 (F4 brake sound volume)	=0
● CV166 (F10 compressor sound volume)	=0
● CV167 (F11 door slam sound volume)	=0
● CV201 (engine sound start delay)	=0

By reducing F4, F10 and F11 volumes to zero they won't play when the functions are selected, but with the amendments to the Lenz decoder above it will now operate those three functions for the fan (F4) and taillights (F10/F11). All remaining sound functions are retained on the TTS decoder. See separate panel for our function list for the Class 40.



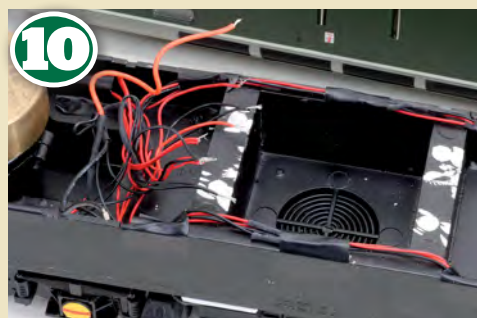
At the other end of the decoder are the connections for the track, motor, common positive feeds and head and tail lights. G1 and G2 are track pick ups, U+ is common positive, FA and FB are front and rear headlights while M1 and M2 are the motor connections.



The main components that we will install are a Roads and Rails male and female pre-wired micro plug, the Lenz Gold Maxi decoder (large green board) and the Hornby Twin Track Sound chip with Class 40 sounds. The supplied 28mm round 8ohm speaker will be replaced with the 40mm x 28mm speaker shown.

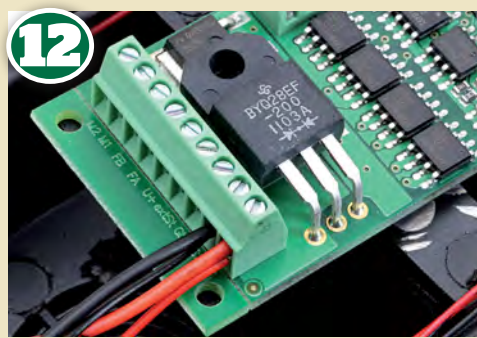
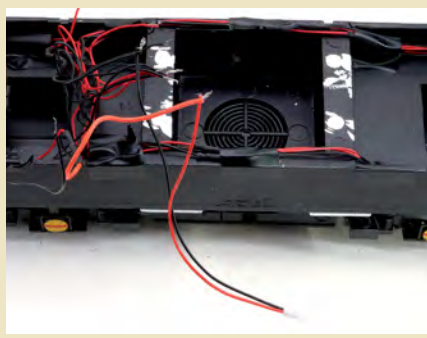


The central PCB is secured to the metal chassis block with four crosshead screws. Remove these and the PCB reveals the well underneath which is intended as a speaker housing.

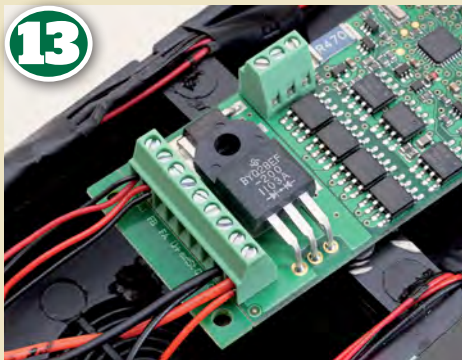


Next, all of the wires were released from the original PCB. Normally we work progressively through the wires, but in this case our only option to work out what did what was to undo them all. The mounts for the PCB have been removed to allow us to test a selection of speakers, but it is not necessary to cut them off.

11 We identified the track connections by tracing them from the bogies. They were also identified by being paired and having a larger gauge wire for the final section to the PCB. To allow connection of the Twin Track Sound decoder to the track feeds, the female half of a micro plug was twisted onto the red and black track feeds. This will allow track power to travel to both the Lenz and TTS chips.



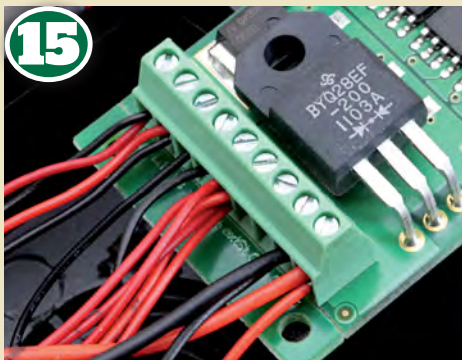
The track feeds (along with the micro plug) were then connected to the G1 and G2 (track feed) terminals on the Lenz Gold chip. The TTS decoder does not interact with the Lenz chip - it simply shares the same power source. This method of connecting the TTS decoder to the track feeds avoids another wiring joint.



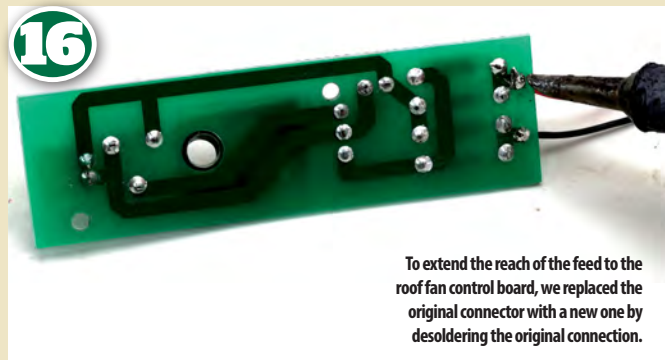
13 Next we traced the motor connections from each end of the locomotive, joined them together (note the red wire from the leading motor joins with the black wire from the trailing bogie and vice versa for the second connection). Having completed this first stage of wiring, we took the locomotive to the test track to ensure that the direction of travel was correct. If it isn't, reverse the motor connections on the decoder.



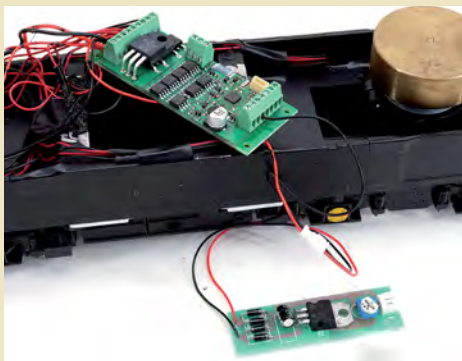
14 Having established the track and motor connections, our next task is to collect the common positive feeds for the lights and roof fan. These are all the remaining red wires which are twisted together and then connected to the U+ common positive terminal on the Lenz decoder.



15 The headlight connections on the Lenz Gold Maxi decoder are on the same side as the motor and track feeds, marked FA (front) and FB (rear). The two single black wires are the headlight negative control wires – these are dual function as they operate the cab desk lights as well. This completes wiring of this end of the decoder.



16 To extend the reach of the feed to the roof fan control board, we replaced the original connector with a new one by desoldering the original connection.



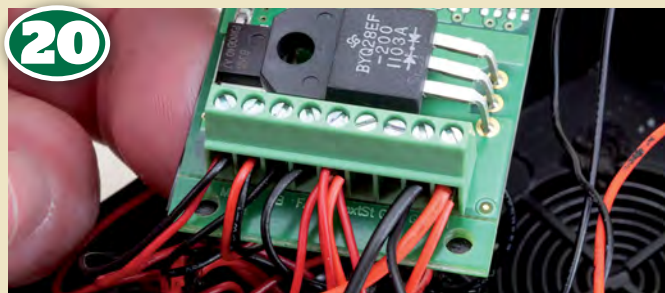
17 We soldered the new connection on with the wires connected the same way round (red to P1, black to P2) and then plugged this into the other half of the micro plug which had its red lead connected to the U+ common positive feed and its black wire to the FF output. This output is controlled by F4 on a DCC handset.



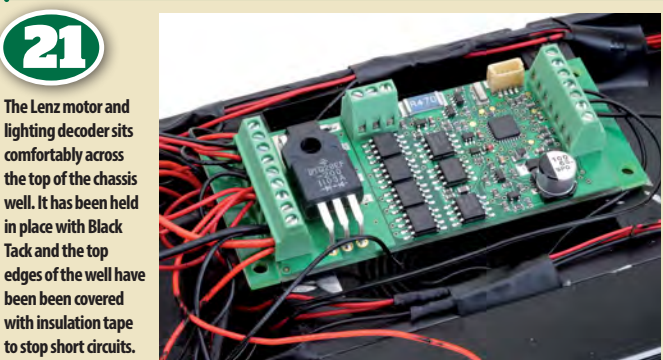
18 The tail light wires for the No. 1 end needed extending to reach the decoder. Using matching colours, we bared the ends, twisted them together and then sealed the joints with solder. Heatshrink insulation was added to protect them from potential short circuits.



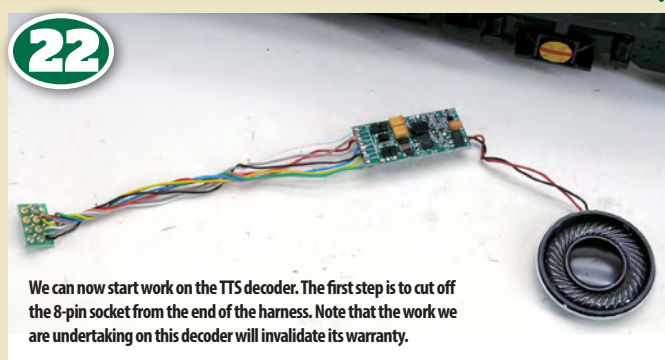
19 The negative control wires for the taillights were then connected to the decoder. The No. 2 end lights are fitted into the FE terminal and the No. 1 end lights go into the FD terminal. We will reassign their function numbers using CV settings (see panel) at the end of the project to fit in with our function scheme.



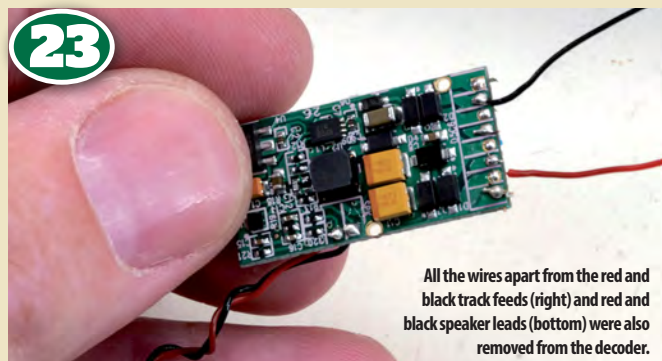
20 The Lenz Gold Maxi decoder is now fully wired and ready to set in position on top of the chassis. There are a lot of wires connected to the decoder – we adjusted some of the connections at this end to ensure no bare wire was showing outside of the terminal block.



21 The Lenz motor and lighting decoder sits comfortably across the top of the chassis well. It has been held in place with Black Tack and the top edges of the well have been covered with insulation tape to stop short circuits.

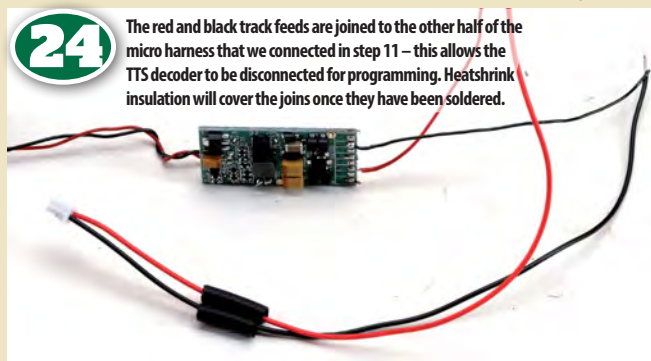


22 We can now start work on the TTS decoder. The first step is to cut off the 8-pin socket from the end of the harness. Note that the work we are undertaking on this decoder will invalidate its warranty.



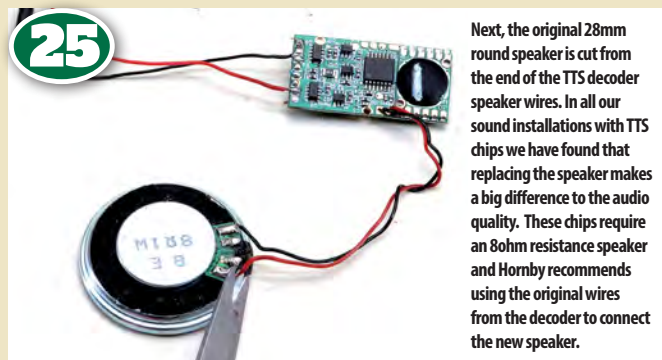
23

All the wires apart from the red and black track feeds (right) and red and black speaker leads (bottom) were also removed from the decoder.



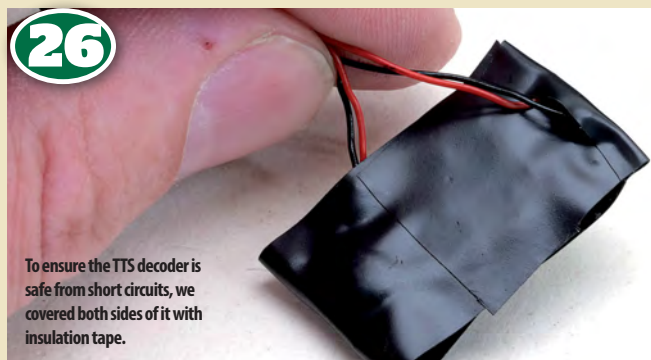
24

The red and black track feeds are joined to the other half of the micro harness that we connected in step 11 – this allows the TTS decoder to be disconnected for programming. Heatshrink insulation will cover the joins once they have been soldered.



25

Next, the original 28mm round speaker is cut from the end of the TTS decoder speaker wires. In all our sound installations with TTS chips we have found that replacing the speaker makes a big difference to the audio quality. These chips require an 8ohm resistance speaker and Hornby recommends using the original wires from the decoder to connect the new speaker.



26

To ensure the TTS decoder is safe from short circuits, we covered both sides of it with insulation tape.



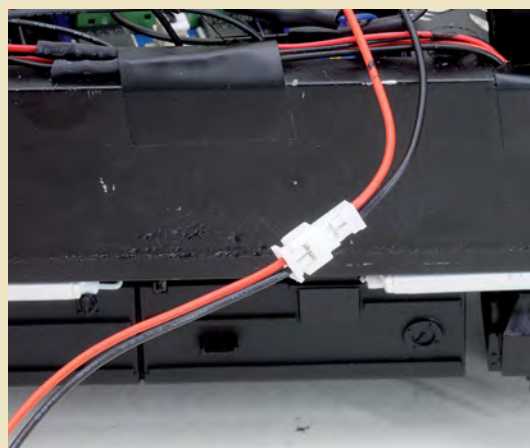
27

We soldered a pair of wires (red and black) to the back of the speaker. Using the same method as in step 18, we joined the speaker wires from the TTS decoder to those from the new high performance speaker. We tried several designs before settling on this 28mm x 40mm type from Roads and Rails.



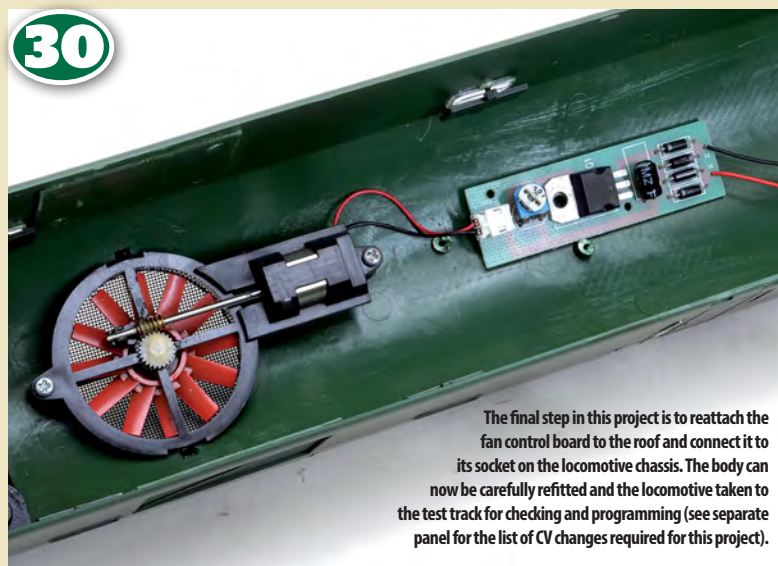
28

To maximise the performance of the speaker we built a rear baffle out of plasticard, strengthened at the base with rod. The side walls are 25mm deep while the length and width matches that of the speaker. We then positioned the speaker box on the flat surface on the die-cast chassis with the speaker facing upwards. This assists in creating a richer sound as the spacious locomotive body enhances the speaker's sound output. The holes on the corners have been blocked with Black Tack.



29

To complete the TTS installation, the two halves of the micro plug and socket (which connect to the locomotive's pick ups) are joined together making the model ready to test. We can now disconnect the TTS decoder at any time for programming.



30

The final step in this project is to reattach the fan control board to the roof and connect it to its socket on the locomotive chassis. The body can now be carefully refitted and the locomotive taken to the test track for checking and programming (see separate panel for the list of CV changes required for this project).

Bellingham

DANIEL REITMANN from Germany selected the final years of BR steam for his attractive home-based 'OO' gauge layout. Here he reveals its story and how he recreated the British railway system in mainland Europe.

PHOTOGRAPHY, DANIEL REITMANN.





1 Above: BR '9F' 2-10-0 92189 eases off the modified Fleischmann turntable before heading out on to the mainline.

2 Left: Class 45 'Peak' D188 leads an express away from Bellingham and passes a Gloucester Class 122 single-car DMU. In the background the old shed is populated with a BR '9F' 2-10-0 and a Fowler '4F' 0-6-0.



LIVING near Dresden in the Saxony region of south-east Germany I'm surrounded by incredible scenery and stunning railways. Nearby are an array of 750mm gauge narrow gauge steam lines including that from Radebeul to Radeberg which still provides daily steam operation as well as the likes of the Cranzahl line on the border of the Czech Republic. Germany is also well-known for its Plandampf events, where steam locomotives take over scheduled services, but even with this rich vein of steam and railway operation on the doorstep, I still find myself drawn to the railways of Britain.

My fascination is with the final years of steam on the London Midland Region covering the period when the first of the new diesels were arriving to take over from the old form of traction.

The majority of my locomotive fleet draws from that period and area using a combination of Bachmann, Dapol, Hornby and Heljan products to model the changing scene on BR in the 1960s. The roster includes ex-LMS Fowler '4F' 0-6-0s, Stanier 'Black Five' 4-6-0s, '8F' 2-8-0s, a Fowler 'Patriot' 4-6-0, a BR '9F' 2-10-0 plus a handful of off-region types such as a GWR 'County' 4-6-0 and LNER 'B12' 4-6-0. Diesels in service include a Class 08 shunter and Class 45 'Peak' - from Hornby and Bachmann respectively - together with a Dapol Class 122 in matching original BR green livery with its early exhausts.

All of the locomotives are DCC controlled using Lenz decoders which are operated by an ESU main command station. Some of the mechanisms have been rebuilt with coreless motors and modified gearing to reduce their speed and »



3 Stanier 'Black Five' 4-6-0
44871 recreates the final days of steam as it heads a mixed rake of BR blue and grey and maroon Mk 1s onto the return loop behind the station.

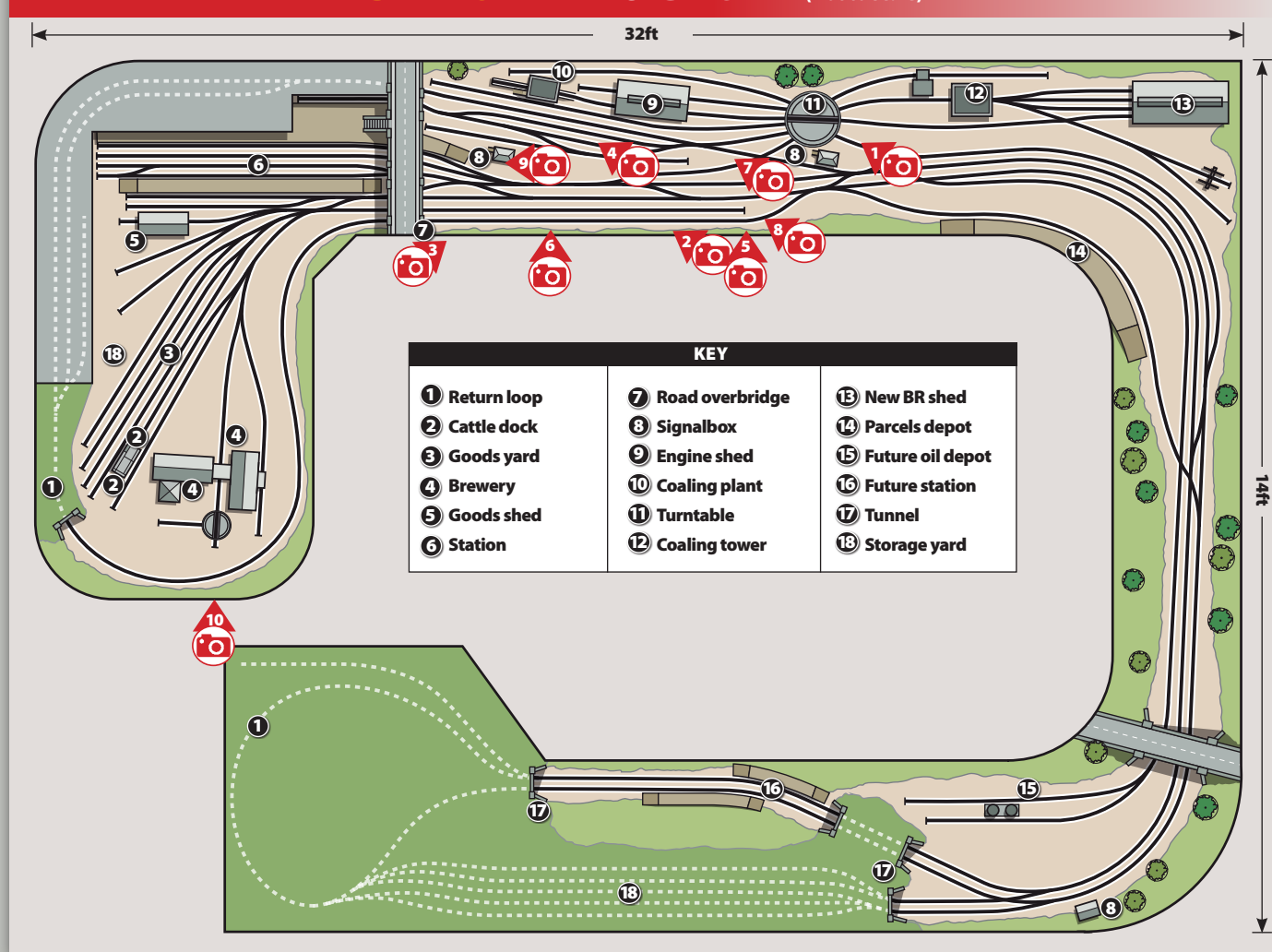


4 A Class 08 ticks over in the sidings behind the mainline on the station approach as a 'Q6' 0-8-0 moves onto the coal road.

5 At the main Midland shed a Fowler 'Jinty' 0-6-0T shares space with a '4F' 0-6-0, '9F' 2-10-0, '8F' 2-8-0 and 'Black Five' 4-6-0.



BELLINGHAM TRACK DIAGRAM (Not to scale)



enhance smooth running capabilities.

The locomotive fleet hauls a range of passenger and goods trains formed of Bachmann and Hornby ready-to-run stock with the maximum train length being nine coaches.

THE LAYOUT

Bellingham is made up of 13 modules, some of which are built to the FREMO-standard – Friendship of European Railway Modellers. This specification was created to define a standard for modular layout construction in 1981 and sets the height (1.3m above the ground) together with the width. The length can be varied to suit specific design requirements.

All the modules are built from wood and are height adjustable. At one end of the layout is a terminus station with two platforms which takes inspiration from Bath Green Park. It can accommodate a maximum train length of nine carriages. This area is still being developed and will ultimately have a goods yard behind together with a reception siding for a malthouse.

After the station, the mainline passes in front of a pair of motive power depots – one small and one large – before progressing past a goods yard and postal sidings. The next section is a long double track mainline running

as a loop with an off-scene storage yard to house trains not out running. Later this will be joined by a branch line with a small station and a coal mine set above the mainline storage sidings.

For the time being only the small motive power depot and its associated mainline running section are complete scenically with the next phase of development being the goods yard, large locomotive shed and industrial setting. At present it can run up to five trains and three or four shunting movements at the same time using the ESU DCC system.

MAKING A SCENE

The first scenic section has been developed using readily available buildings and components. The track is bullhead rail from C&L Finescale together with some of the new Peco bullhead track to expand the layout. Some of the points have been handbuilt by John Jones with turnout control being accomplished with analogue toggle switches. All of the points have frog switches for absolute reliability. All of the track on the first section has been ballasted and weathered to give it a realistic appearance.

The completed motive power depot uses a combination of prefabricated buildings from the Bachmann Scenecraft and Hornby Skaledale collections. »

Highlights include the North Eastern Railway style two-road engine shed which was produced exclusively for TMC, the LMS style signalbox from Skaledale, a Bachmann coaling plant and a separate Skaledale water tower. Another highlight of the depot area is the turntable. This is the Fleischmann model which has been set into the baseboard, weathered, equipped with a new gearbox and motor, detailed and set up to suit the track positions of the depot.

Around the yard, detail is gradually being added, though you will already be able to see working lamps, water cranes and telegraph poles. More will come as I develop the scenery on the layout, but this depot is already proving to be a valuable area to display my increasing fleet of British outline locomotives and rolling stock.

THE FUTURE

Bellingham is very much a work in progress, but one which I am enjoying greatly – especially as it models my favourite period and area of the British Railway network. As time allows I will keep developing the layout, but I hope you enjoy this first visit to my small slice of England. www.bellinghammodelrailway.co.uk



Above: A Class 08 shunts parcels stock in the yard as a 'County' 4-6-0 passes through on the mainline at the rear and a coal train rumbles past in the foreground.

Right: Bellingham makes good use of ready-made structures and scenic items including the TMC double-track engine shed. BR Standards and ex-LMS Stanier designs dominate in this view.

FUTURE DEVELOPMENT



Bellingham is far from complete. Current development is focused around the station and goods yard area. This is the station showing the completed road overbridge and the exit line from the return loop. The loop runs around the back of the platforms under the town.



Beyond the station a return loop allows for continuous running. Within this will be a brewery and goods yard. Track work is complete and scenic work is in progress.

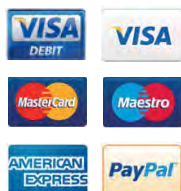


Below: A Fowler '4P' 2-6-4T leads a short suburban working past the depot having travelled around the return loop.





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Track & Accessories



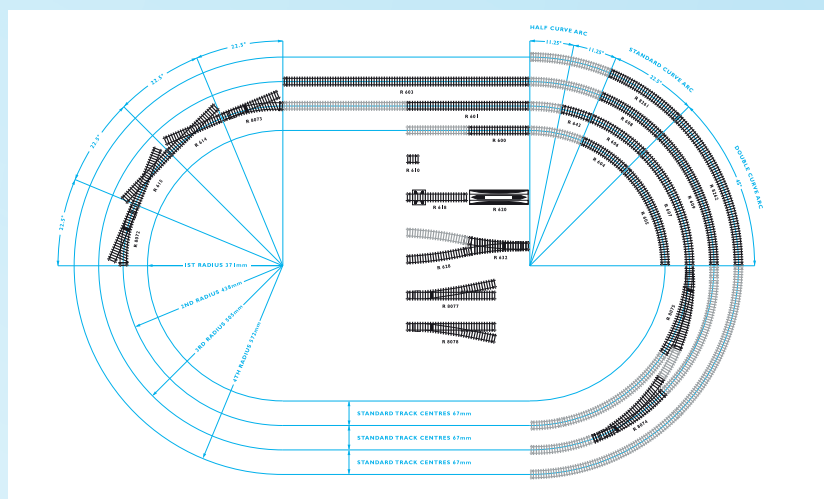
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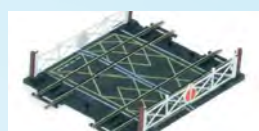
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R8262	4th Radius Double Curve	£3.99	£3.20
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R8244	Uncoupler Unit	£3.99	£3.20
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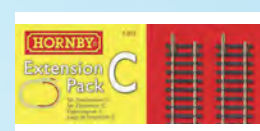
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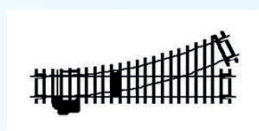
R083	Buffer Stop	£2.59	£2.08
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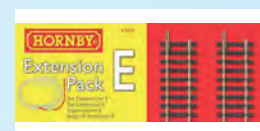


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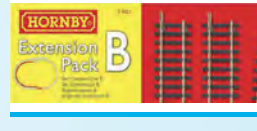


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RE-ENGINEERED

*Trains withdrawn from the national network are usually destined for a one-way trip to the scrapyard, but for a lucky few a further life awaits as a result of re-engineering. **EVAN GREEN-HUGHES** explains all in the concluding part of our *Railway Realism* trilogy on stock changes on today's railway.*

The Class 73/9s used by GB Railfreight for Caledonian Sleeper services within Scotland are equipped with an MTU V8 engine developing 1,600hp. On July 6 2018 Class 73/9 73971 heads south through Kilwinning with the 5Z73 stock move from Polmadie Depot-Kilmarnock Bonnyton Depot hauling eight new Mk 5 carriages. The Mk 5s were being moved for fitting out and modifications prior to introduction to service. *Scott Dargayed.*





Porterbrook's first passenger version of the re-engineered Class 47s, Class 57 57601, passes North Brewham with the 7.35am Plymouth-London Paddington on June 27 2002.
John Chalcraft/Railphotoprints.uk.



THE IDEA OF MAKING something useful out of something surplus or worn out isn't exactly new. The Great Western Railway was a master at rebuilding redundant engines - for instance, the 'Dukedog' 4-4-0 was constructed using the boiler of a 'Duke' amalgamated with the frames of a 'Bulldog' while the London Midland & Scottish Railway produced its first 'Patriots' as rebuilds of 'Claughtons'. However, following nationalisation the practice largely died out, but today it is making a big comeback, with several re-engineered or rebuilt designs now being in service on our railways and with more to follow.

In the late 1990s most locomotives in service in the UK were more than three decades old. Reliability was poor, fuel consumption high and designs outdated. Some companies had begun to replace their worn-out traction with brand-new American locomotives, but for others this huge investment was just not possible. Another solution had to be found.

One of these companies was Freightliner which, looking for an alternative plan, worked with Brush Engineering at Loughborough to create an updated locomotive using a second-hand bodysell. This was based on the Class 47 and was to become the Class 57. This project saw the original locomotive stripped down to just its bodysell, which was then fitted with a reconditioned V12 EMD diesel engine and a reconditioned alternator to produce a virtually new locomotive. The greatest advantage of this project was that it cost roughly a third of a new machine. Six locomotives formed the first batch, with a further six being added the following year, and these became 57001-57012. Further orders were planned but in the event the company changed over to the purchase of new Class 66s and its '57s' duly passed to Direct Rail Services and West Coast Railways.

ETH'57'

In 2000 Porterbrook placed an order for a Class 57, but this time fitted with train heating equipment, and this became 57601. It was initially used by Great >>

Western Railway and four production engines followed. These were slightly different to the prototype 57601, which was returned to Brush, while 57602-57605 became the solid traction for the GWR's 'Night Riviera' sleeper services. 57601 later passed to West Coast Railways.

The final batch of Class 57s came in 2002 when a further 16 Class 47s were rebuilt for use by Virgin Trains as rescue engines, becoming 57301-316. These had electric train heating and could be easily identified as they had huge retractable Dellner couplers so they could couple up to Pendolino EMUs. The sub-class were all named after characters from the famous *Thunderbirds* TV series but was disbanded around 2008 then passing to other operators such as Colas and Arriva Trains Wales. The Class 57/3s are currently with DRS, Rail Operations Group and West Coast Railways.

Although a limited number of locomotives were converted from Class 47s to Class 57s the principle proved very satisfactory and was considered again when a mid-power locomotive was required by GB Railfreight and Network Rail in the early 2000s. This time the 'donor' selected was the Class 73 electro-diesel, a design originating from the early 1960s. It was unusual in being able to work on either electric or diesel power. In diesel mode, however, the power was provided by an out-of-date English Electric engine which was nominally provided 600hp, but which in reality provided somewhat less. Fine for pulling a train out of a tight spot at low speed - but not much good for the main line.

REVISED 'EDS'

In 2013 two locomotives were taken to RVEL in Derby where they were rebuilt as Class 73/9s. This involved fitting a pair of Cummins 750hp diesel engines, which despite their increased power were much smaller and lighter than the original English Electric version. The result was a much more powerful locomotive with good route availability. The rebuilds became 73951-73952 and are used by Network Rail.

The same year Brush took on a similar challenge at its factory in Loughborough when it fitted similar locomotives with a single MTU 1,600hp V8 engine, again gutting the bodyshell and refitting it completely. Numbered 73961-73965, the first batch have entered service with GB Railfreight in the south of England while the second batch 73966-73971 have rather spectacularly found employment in the



GB Railfreight operates two different types of Class 73/9. Those allocated to its freight and infrastructure train duties have been rebuilt with a pair of Cummins 750hp engines in each locomotive, as well as the capability to take power from the third-rail. On August 23 2015 73965 arcs on the third rail at Balcombe at the head of a Network Rail test train. A.M. Vaughan/Railphotoprints.uk.

north of Scotland, where they are used to power the overnight trains for Caledonian Sleeper. Although this conversion seems now to be settling down there have been many technical issues which have delayed a full introduction to service, with some spectacular failures being reported, sometimes in isolated parts of the country.

A third, and final, rebuilding of surplus locomotives is the current project to rework a number of Class 56s into a new Class 69 by fitting them with EMD power units. Announced in June last year, this scheme will see 16 conversions carried out by Progress Rail, involving the removal of the existing Ruston-Paxman engine and its replacement by an EMD 12-cylinder equivalent. It will have a much lower emissions output, as well as being more economical to operate. Electronic controls to the latest standards will be fitted while electrical components such as compressors and blower motors will also be replaced by more modern versions, but the conversions will retain the existing bogies and underframes as well as the braking systems.

Work is currently ongoing on this project and a number of Class 56s have already been stripped down to bare bodyshells. The first conversion, which is expected to be numbered 69001, should be taking to the rails some time next spring if all goes according to plan, with the fleet being destined for use by GB Railfreight.

UNIT REBUILDS

Although the majority of interest in rebuilds and conversions naturally falls on locomotives there are also a couple of interesting developments in the multiple unit field, with two distinct projects on the go at the moment, these being the Vivarail project to provide new trains using redundant London Underground stock and the Brush project to repurpose the Class 319 EMUs so that they can be used on non-electrified lines.

Perhaps the most bizarre of these proposals has been that of a small independent company based at Long Marston called Vivarail. In November 2014 this company announced it had purchased around 300 redundant London Underground D78 surface stock carriages with the intention of converting them for heavy rail use and offering them for service on a cost-effective basis. One prototype was created by completely stripping the existing carriages and making them self-propelled by fitting underslung Ford 3.2 litre engines and electric generators. Numbered 230001, this three-car train retains its original traction gear and has undergone a great deal of testing. A second unit, 230002, is powered purely by batteries and has again undergone testing.

Subsequently West Midlands Trains has taken three of the class to use on the Marston Vale line, these being 230003-230005, all of which are of the diesel-electric type while Transport for Wales has five more on order for working its Wrexham to Bidston and Conwy Valley services. However, the large volume of orders which was hoped for when the project was launched has so far failed to materialise, mainly due to operators such as Northern opting for new stock instead of remanufactured.

Most recently Island Line has ordered a fleet of five two-car units from Vivarail to become Class 484 and replace the existing Class 483 units on the Isle of Wight. They will operate from the third-rail and are expected to arrive for testing in 2020.

RE-ENGINEERED LOCOMOTIVES

CLASS	ORIGINAL CLASS	CONVERTED	CONVERTED BY	NUMBERS
Class 57	Class 47	1998-2004	Brush Traction	57001-57012 57301-57316 57601-57605
Class 69	Class 56	2019	Progress Rail	69001-69016
Class 73/9	Class 73	2013	RVEL	73951-73952
Class 73/9	Class 73	2013-2014	Brush Traction	73961-73971

RE-ENGINEERED MULTIPLE UNITS

CLASS	ORIGINAL CLASS	CONVERTED	CONVERTED BY	NUMBERS
Class 230	D78	2015-	Vivarail	230001-230010
Class 484	D78	2019-2020	Vivarail	484001-484005
Class 769	Class 319	2017-	Brush	769 + final three digits from original number

The final reengineering project which is under way at the moment is not perhaps as thorough as that which has been carried out during the Class 57, Class 69 and 73 rebuilds, but is very interesting nevertheless. The scheme, which again involves Brush at Loughborough, has involved taking 39 redundant Class 319 Electric Multiple Units and converting them so that they have become bi-mode trains, with the ability to run in both diesel and electric form. The scheme arose because of the large number of relatively new EMUs that have become surplus in the south due to the delivery of new trains, and the lack of electrified infrastructure anywhere else on which

to run them. This arose because many of the electrification schemes planned never came to fruition or are late in delivery, and as a result there has been a surplus of EMUs but a shortage of DMUs, particularly as the 'Pacers' are being withdrawn.

The conversion involves fitting a pair of MAN six-cylinder diesel engines under what had been up to then a Driving Trailer, with two powered cars being provided per set. Alternators are then used to feed the existing traction system, in effect then providing a train similar to a Class 150 but which can also operate on overhead electric wires when required. Live testing began in November 2018, after several months'

delay, but none have yet seen service, despite a promised introduction date of May last year. Northern is to take many of the conversions, with others being promised for Great Western Railway, Transport for Wales and the Rail Operations Group, which sees a potential for the idea for conveying parcels.

Although the traditional saying is that you can't make a silk purse out of a sow's ear, the success of some of these re-engineering projects shows that perhaps there are occasions when life-expired trains can have their working lives extended, and in the process make the railway a much more interesting place for the observer and modeller alike. [Fiona](#)

Brush is re-engineering a batch of Class 319 Electric Multiple Units into bi-mode trains with the ability to operate from diesel or electric traction. 769434 was used to launch the concept at the Great Central Railway on November 5 2018. It pauses at Rothley. [Philip Sherratt](#).



STAFF PROJECTS

Barrenthorpe's

KEEPING our hand in with all the major scales is a big ask for a small team, but while we have prioritised our 'OO' and 'O' gauge projects of late, we haven't forgotten the potential of 'N' gauge. Since the beginning of the year we've had our compact 'N' gauge mainline and shed scene, Barrenthorpe, planned in for two exhibitions in November this year. With those shows fast approaching, we have started preparing the layout and its stock for those events.

Like all of our exhibition layouts, Barrenthorpe has been in storage for some time. It was initially located in the workshop, but with a limited number of new 'N' gauge models coming

in for review we found it was just gathering dust. With the requirement of more space to build West Coast Cement last autumn, we decided to place it into storage until such time that we required its services again.

Happily it is a straightforward layout to assemble. The full 8ft 3in x 3ft 4in design is built on two baseboards and physically setting it up takes a matter of minutes. Another 15 minutes sees the control panel and base station connected, and technically we are ready to run trains. What takes the time though, is cleaning the track and loading up the stock. Barrenthorpe has 45 points (in 8ft x 3ft!), a four-track mainline, a 14-track storage yard and a shed area capable

of hosting around 30 locomotives. That's a lot of railheads to clean and points to inspect. Every single point is powered too, so even just testing point motor operation takes a little while.

We recently inspected the layout while unloading from the Hornby Visitor Centre Open Weekend in August (HM148), so we know that everything is in good order and ready to go. The only repairs required from a visual inspection are reseating of the end backscene panel which has come adrift and reattachment of an accessory decoder.

With that in mind I've started working through the rolling stock for the layout. There are several sound fitted models, most of which

Barrenthorpe Shed is making two exhibition appearances this November, bringing one of our 'N' gauge layouts back into the limelight. A Graham Farish Class 37/0 passes the steam shed with a long rake of Presflo cement hoppers. Mike Wild.



The *Hornby Magazine* team is always busy behind the scenes. This is what they've been up to.



MIKE WILD

Mike has been preparing for winter hibernation by gathering new kits and project materials together to fill his workbench through the longer evenings.



MARK CHIVERS

In between rolling stock weathering sessions, Mark has also been busy renumbering and naming more of his BR Southern Region fleet of 'OO' Class 73s.

return

In recent months we have focused on 'OO' and 'O' gauge projects, but we haven't forgotten our 'N' gauge layouts. Barrenthorpe shed is coming back to the exhibition circuit this autumn for two outings, as **MIKE WILD** explains.

share decoders with stock for West Riding Power. That means I need to transfer sound decoders back into a pair of Class 20s, a Class 24, 37 and 108. Naturally, I've also been looking at what new rolling stock has been delivered for the scale since the layout's last outing in 2017. We will undoubtedly have a Graham Farish Class 40 running (most likely with Zimo sound) together with a Great Western interloper in the shape of a 'Castle' 4-6-0. Then there is the new Dapol Class 50, which I quite fancy adding to the roster in original BR blue (with sound of course - '50s' sound great!).

For the rest of the fleet, it will be a case of bringing each drawer of stock up to the office

and methodically working through cleaning and testing over the course of a few evenings.

We are all looking forward to running Barrenthorpe Shed again this autumn and it will be making its first appearance of the year at the Spalding Model Railway Exhibition on November 2/3 at Springfields Event Centre. Its second outing will be as part (we have something special planned) of our display at the Warley National Model Railway Exhibition on November 23/24. You'll have to wait until the next issue to find out what we are doing at the Warley show, but we are sure you will like what we have planned.

The autumn is a busy period for the *Hornby Magazine* layout roster and as well as

THE DETAILS

Name:	Barrenthorpe Shed
Scale:	2mm:1ft
Gauge:	'N', 9mm
Size:	8ft 3in x 3ft 4in
Track:	Peco code 55
Control:	DCC, Gaugemaster Prodigy

Barrenthorpe's adventures we also have another outing for West Coast Cement at the Great Electric Train Show on October 12/13. That layout is at the front of the queue right now, so I'm heading back into the workshop to check we have everything ready to go. See you there! [John](#)



MODEL JOURNEY

Hornby Magazine's Assistant Editor **MARK CHIVERS** reveals his model railway journey from Tri-ang's Big Big Train to the present day.

I THINK MY FASCINATION with railways harks back to when I was a toddler, visiting Guildford station with my dad to watch the trains pass. I also vaguely recollect a trip on a veteran BR Southern Region Electric Multiple Unit (EMU) at the time, which helped plant the seed that has remained with me forever.

I was the tender age of three when I received my first ever train set - Tri-ang's Big Big Train - and it seemed huge at the time. Mind you, it was 'O' gauge and there was a battery-operated Type 3 'Hymek' diesel-hydraulic, 0-4-0T shunter, some BR Mk 2 carriages and wagons, plus lots of bright red plastic track consisting of straights, curves and points - certainly enough for me to run a circuit from the living room, into the kitchen and back again. It was robust and my fingers soon got to grips with the basic switches on the locomotives, resulting in hours of fun. I absolutely loved it! And interestingly, it appears to have had such an influence on me that half a century later I'm collecting items again for my grandson.

My next train set developed out of frustration with a Scalextric slot car set due to the fact the cars kept coming off the track (my fault) and my feet got caught in the wires (again, my fault). What did we replace it with? A Hornby Railways train set. What did it contain? Another 'Hymek' and some Mk 2 carriages - albeit in 'OO'. Hours were then spent poring over Tri-ang and Hornby track plan books with a view to building a layout. A large continuous



Visitors to exhibitions will regularly find me (far left) at the controls of *Hornby Magazine's* layouts. This is Grosvenor Square at the Great Electric Train Show in 2018.

loop layout was discounted, and my dad and I opted for an L-shaped scheme in my bedroom instead. This of course grew into a U-shaped layout, much to my mum's amusement.

Childhood summer holidays were spent on BR's Southern Region (again much to my mum's amusement) as we would enjoy family days out using a runabout rover ticket to the likes of Bournemouth. I was a big fan of the 4-TC and 4-REP EMUs that ran to the seaside town and the buffet stewards were adept at making a great cup of chicken soup. The art was making it back to the front coach of the 4-TC between Woking and Basingstoke without

scalding other passengers.

One day a model shop opened in our village as part of the post office. From this I discovered a local model railway club and soon got involved in club projects at junior level. My first part-time job was helping out in the model shop after school and at weekends, and in due course I also took on organising the club's annual model railway exhibition.

A career in broadcasting took me around the country for many years but my growing model railway collection was never far away. A chance encounter in the late 1990s resulted in me taking on a 'OO' gauge Scottish Region exhibition layout which focused my collecting habits on BR's Scottish Region in the 1980s and 1990s. Since then, my collection has veered somewhat, such that I also now collect BR Southern Region and a fair few modern-era models as well as dipping my toe back into the Scottish Region.

Since joining *Hornby Magazine* six years ago, I've gained something of a reputation for not being able to attend an exhibition or visit a model shop without making a purchase. Having looked back on some of my summer exploits, I think they might have a point! 

Meet the team...

MIKE WILD

Mike is looking forward to the autumn show season with another outing for West Coast Cement and two for Barrenthorpe Shed. There are more projects on the go too as this autumn is seeing continuation of Topley Dale's redevelopment in the workshop for future video work.



MARK CHIVERS

Mark is the voice behind *Hornby Magazine's* videos as well as looking after the Train Formations series, Show Guide and more. Like the rest of the team, his interests are diverse, ranging from Southern steam to Scottish diesels and the modern railway scene. His latest projects include preparing motive power and rolling stock to run on our exhibition layout West Coast Cement.



ANTHONY REEVES

Anthony is the newest member of the *Hornby Magazine* team demonstrating all things scenery.

He is also the owner of scenic modelling business Treemendus and has spent many years working on John Ryan's stunning 'O' gauge layout Over Peover (HM143).



TREVOR JONES

Hornby Magazine's cameraman is a lifelong professional photographer and modeller. He has built a large 'OO' gauge garden railway at his home and has a keen eye for detail. His influences are from Britain and beyond, as his Steam Breaks business took enthusiasts on trips to Poland, Germany and France.

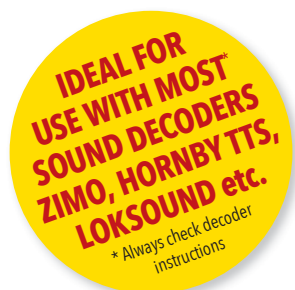


EVAN GREEN-HUGHES

Hornby Magazine's historical writer has been involved with full size railway preservation and even owns his own multiple units. He is also a driver on the Weardale and Midland railways taking charge of heavily laden passenger trains with Class 31 and 47 diesels. His modelling activities are 'OO' gauge focused with development of a busy terminus scene.



Tri-ang's Big Big Train set was a catalyst in my early modelling life. I've started collecting parts of the sets again in recent years.



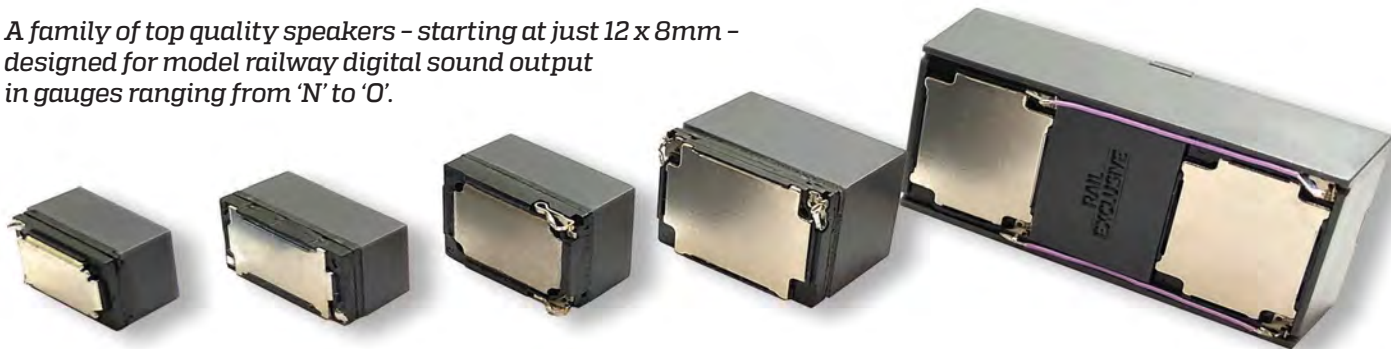
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Maxi 'Sugar Cube'	15x11x12	Single	8 Ω	1.0 W
The 'Boomer'	18x13x13	Single	8 Ω	1.0 W
Baby 'Boomer'	26x20x8	Single	8 Ω	1.0 W
Big 'Boomer'	40x20x7	Single	8 Ω	1.0 W
The 'Boom Box'	40x20x10	Twin	4 Ω	2.0 W
Slim 'Boom Box'	50x15x15	Twin	4 Ω	2.0 W
Chunky 'Boom Box'	55x20x10	Twin	4 Ω	2.0 W
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SHOW GUIDE

Welcome to the *Hornby Magazine* Show Guide – your guide to the exhibitions that are taking place throughout the country every weekend. This listing is a guide to events planned by model railway clubs and societies, and is updated each issue. Entries marked in blue are new shows to the listing. We recommend checking the society website or using the contact details provided to check a show or event is on before travelling. All information is provided in good faith, and *Hornby Magazine* cannot be held responsible for any changes that may take place following publication.

OCTOBER

4-6 TAUNTON MODEL RAILWAY GROUP – OPEN DAYS

Hosts: Taunton Model Railway Group
Location: Platform One, Bishops Lydeard Station, West Somerset Railway TA4 3BX
Times: Fri 10.30am-4.30pm, Sat 10.30am-4.30pm, Sun 10.30am-4.30pm
Prices: Adults £1.50, children 50p
Website: www.ukmodelshops.co.uk/tmrg/
Contact: 07879 852736
Features: Layouts on display and refreshments.

5 BROADLAND MODEL RAILWAY CLUB EXHIBITION

Hosts: Broadland Model Railway Club
Location: The Jubilee Centre, Norwich Road, Aylsham NR11 6JG
Times: 10am-4pm
Prices: Adults £5, concessions £4, children £4.
Website: www.broadlandmodelrailwayclub.co.uk
Features: 15 layouts, trade support, demonstrations, refreshments and parking. Free bus operating between venue and Bure Valley Railway (BVR). Free entry to exhibition for BVR passengers.

5 DAVENTRY MODEL RAILWAY CLUB EXHIBITION

Hosts: Daventry Model Railway Club
Location: Daventry Methodist Church Hall, Golding Close, Daventry NN11 4FB
Times: 10am-4.30pm
Prices: Adults £3, children under 15 free
Website: www.daventrymrc.org
Features: Layouts, trade support, refreshments and parking.

5 NEW MILLS AND DISTRICT RAILWAY MODELLERS OPEN DAY

Hosts: New Mills and District Railway Modellers
Location: New Mills Parish Hall, Church Lane, New Mills, High Peak SK22 4NP
Times: 10am-4pm
Prices: Adults £3, children free
Website: www.nmdrm.co.uk
Features: Layouts, demonstrations, trade support, refreshments and parking.

5 RISBOROUGH AND DISTRICT MODEL RAILWAY CLUB OPEN DAY

Hosts: Risborough and District Model Railway Club
Location: Community Centre, Wades Park, Stratton Road, Princes Risborough, Buckinghamshire HP27 9AX
Times: 11am-4pm
Prices: Free
Website: www.rdmrc.org.uk
Contact: 01844 275748
Features: Meet club members and view current layout projects.

5 SHEFFIELD MODEL RAILWAY SOCIETY EXHIBITION

Hosts: Sheffield Model Railway Society
Location: Davy's Sporting Club, Prince of Wales Road, Sheffield S9 4ER
Times: 10am-4pm
Prices: Adults £4, children £2
Contact: 07940 033822
Features: Layouts, trade support, refreshments, parking and disabled access.

5 SOUTH DEVON MODEL RAILWAY SOCIETY OPEN DAY

Hosts: South Devon Model Railway Society
Location: Church House, Abbotskerswell, Devon TQ12 5NZ
Times: 10.30am-4.30pm
Prices: Adults £1.50, children 50p, family £3
Website: www.sdmrs.org.uk
Features: Club layouts, visiting layouts, meet club members, refreshments and parking.

5 SUDBURY MODEL RAILWAY CLUB EXHIBITION

Hosts: Sudbury Model Railway Club
Location: St Peter's Church, Market Hill, Sudbury, Suffolk CO10 2EA
Times: 10am-4.30pm
Prices: Adults £5, concessions £4, children £2
Contact: 01787 461224
Features: 16 layouts, trade support, demos, workshops, refreshments, parking and disabled access.

5 TELFORD RAILWAY MODELLERS GROUP EXHIBITION

Hosts: Telford Railway Modellers Group
Location: Sports Hall, Charlton Academy, Apley Avenue, Wellington TF1 3FA
Times: 10am-4pm
Prices: Adults £4, children £2, family (2+2) £10
Website: <https://tmrg.webs.com>
Contact: 07974 749955
Features: 20 layouts, trade support, demonstrations, refreshments, parking and disabled access.

5/6 DORKING MODEL RAILWAY EXHIBITION

Hosts: Dorking and District Model Railway Club
Location: Oddfellows Hall, High Street, Dorking, Surrey RH4 1QT
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £10, children £3, family (2+2) £10
Website: www.dorkingmodelrailwayclub.com
Contact: 07810 514070
Features: Layouts, trade support and refreshments.

5/6 FAREHAM RAILX 2019

Hosts: Fareham and District Model Railway Club
Location: Fareham Leisure Centre, Park Lane, Fareham PO16 7JU
Times: Sat 10am-5.30pm, Sun 10am-4.30pm
Prices: Adults £7, accompanied children free
Website: www.fareham-mrc.org.uk
Features: Layouts, trade support, demonstrations, refreshments and parking. Free heritage bus operating between venue and Fareham railway station.

5/6 FOLKESTONE MODEL RAILWAY EXHIBITION

Hosts: Folkestone, Hythe and District Model Railway Club
Location: Leas Cliff Hall, The Leas, Folkestone CT20 2DZ
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £7, children £3, family £17
Website: www.folkestone-mrc.com
Features: Layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.

5/6 BECONTREE MODEL RAILWAY SHOWCASE

Hosts: Ilford and West Essex Model Railway Club
Location: Bethel Christian Centre, Bennetts Castle Lane, Dagenham RM8 3XP
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £2, accompanied children free
Website: www.iwemrc.org.uk
Features: Four club layouts, trade support, outdoor rides (weather permitting) and refreshments.

5/6 MICKLEOVER MODEL RAILWAY GROUP EXHIBITION

Hosts: Mickleover Model Railway Group
Location: Mickleover Community Centre, Uttoxeter Road, Mickleover, Derby DE3 0DA
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £4, children £2
Website: www.mmrg.org.uk
Contact: 07771 668575
Features: 12 layouts, trade support, refreshments, parking and disabled access.

5/6 SHILDON MODEL RAILWAY CLUB AUTUMN EXHIBITION

Hosts: Shildon Model Railway Club
Location: Locomotion Museum, Shildon, County Durham DL4 2RE

Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Free
Website: www.shildonmrc.com
Contact: 07720 975208
Features: 30 layouts, trade support, societies, displays, steam locomotive rides (small charge payable), refreshments, museum exhibits, parking and disabled access.

5/6 WIGAN MODEL RAILWAY EXHIBITION

Hosts: Wigan Finescale Railway Modellers
Location: Robin Park Leisure Centre, Loire Drive, Wigan WN5 0UL
Times: Sat 10am-5.30pm, Sun 10am-4.30pm
Prices: Adults £10, accompanied children free
Website: www.wiganfrm.org.uk
Features: 30 layouts, trade support, demonstrations, societies, refreshments, parking and disabled access. Free vintage bus operating between venue and Wigan North Western railway station.

6 G SCALE KENT AUTUMN INDOOR MEET

Hosts: G Scale Society Kent Group
Location: Pratts Bottom Village Hall, Norsted Lane, Rushmore Hill, Pratts Bottom, Orpington, Kent BR6 7PQ
Times: 11am-4pm
Prices: Adults £2.50, children £1
Website: www.gscalekent.co.uk
Features: Three large scale layouts, trade support, refreshments, parking and disabled access.

6 GAINSBOROUGH MODEL RAILWAY SOCIETY – OPEN DAY

Hosts: Gainsborough Model Railway Society
Location: Florence Terrace, Gainsborough, Lincolnshire DN21 1BE
Times: 1.30pm-6pm
Prices: Adults £4, concessions £3, children £3, family (2+2) £10
Website: www.gainsboroughmodelrailway.co.uk
Contact: 01427 610475
Features: Showcasing the LNER in the heyday of steam, featuring dozens of 'O' gauge trains on the club's extensive East Coast layout.

6 HESSLE MODEL RAILWAY GROUP SHOW

Hosts: Hesse Model Railway Group
Location: Hesse Town Hall, South Lane, Hesse HU13 0RR
Times: 10am-4pm
Prices: Adults £2, accompanied children free
Contact: 07939 252418
Features: Layouts, trade support, refreshments and disabled access.

6 SHIREHAMPTON MODEL RAILWAY CLUB EXHIBITION

Hosts: Shirehampton Model Railway Club
Location: Shirehampton Public Hall, Station Road, Shirehampton, Bristol BS11 9TX
Times: 10am-4pm
Prices: Adults £4
Website: www.shirehamptonmrc.com
Features: Layouts, trade support, demonstrations and test track.

12 CRADLEY HEATH MODEL RAILWAY EXHIBITION

Hosts: Cradley Heath Model Railway Club
Location: Cradley Heath Community Centre, Reddall Hill Road, Cradley Heath, West Midlands B64 5JY
Times: 10am-4.30pm
Prices: Adults £5, accompanied children £2.50, family (2+2) £11
Features: Layouts, trade support, refreshments, parking and disabled access.

12 HEYWOOD MODEL RAILWAY GROUP OPEN DAY

Hosts: Heywood Model Railway Group
Location: Club Rooms, Unit 4, Park Works, River Street, Heywood, Lancashire OL10 4AB
Times: 10am-4pm
Prices: Free (donation to club appreciated)

Website: www.hmrg.co.uk
Features: Layouts, refreshments and parking.

12/13 CHRISTCHURCH MODEL RAILWAY CLUB EXHIBITION
Hosts: Christchurch Model Railway Club
Location: Bournemouth School for Girls, Castle Gate Close, Castle Lane West, Bournemouth, Dorset BH8 9UJ
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, accompanied children free
Website: www.christchurchmrc.org.uk
Features: 20 layouts, trade support, refreshments and parking.

12/13 CROYDON MODEL RAILWAY SOCIETY EXHIBITION
Hosts: Croydon Model Railway Society
Location: Warlingham School, Tithepit Shaw Lane, Warlingham CR6 9YB
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £6, concessions £5, children £2
Website: www.croydonmrs.org.uk
Features: 14 layouts, trade support, demonstrations, societies and refreshments.

12/13 DUNDEE MODEL RAILWAY EXHIBITION
Hosts: Dundee Model Railway Club
Location: Boomerang Community Centre, Kemback Street, Dundee DD4 6ET
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £5, children £3.50, family (2+2) £12
Website: www.dundee-mrc.co.uk
Features: Layouts, trade support, refreshments and parking.

12/13 ELIZABETHAN RAILWAY SOCIETY EXHIBITION
Hosts: Elizabethan Railway Society
Location: The Summit Centre, Lowmoor Road, Kirkby in Ashfield NG17 7LL
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £4.50, accompanied children free
Website: www.elizabethanrailwaysociety.co.uk
Features: 12 layouts, trade support, refreshments, parking and disabled access.

12/13 FARNHAM AND DISTRICT MODEL RAILWAY CLUB EXHIBITION
Hosts: Farnham and District Model Railway Club
Location: Alderwood Leisure Centre, Tongham Road, Aldershot, Hampshire GU12 4AS
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £6, children £2, family £15
Website: www.farnhammrc.org.uk
Features: 20 layouts, trade support, refreshments, parking and disabled access.

DON'T MISS...

12/13 GREAT ELECTRIC TRAIN SHOW 2019
Hosts: Hornby Magazine
Location: Marshall Arena, Stadium MK, Stadium Way, Milton Keynes MK1 1ST
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £12, children £9, family (2+3) £34 – advance ticket prices in brackets
Website: www.grealelectrictainshow.com
Contact: 01780 755131
Features: 30 layouts, 50 traders, demonstrations, kids zone, refreshments, free parking and disabled access. Advance tickets gain entry 30 minutes early. Free bus to/from Milton Keynes Central railway station both days. Accompanied children admitted free on the Sunday (max. 2 per paying adult) – additional children £5 each.

12/13 RENFREWSHIRE MODEL RAILWAY EXHIBITION
Hosts: Renfrewshire Model Railway Club
Location: Johnstone Town Hall, Church Street, Johnstone PA5 8EG
Times: Sat 10am-5pm, Sun 12pm-4pm
Prices: Adults £5, concessions £4, children £2, family £11
Website: www.renfrewshiremrc.co.uk
Features: 14 layouts, trade support and demonstrations.

13 CRICH LARGE SCALE MODEL TRAM RUNNING DAY
Hosts: The National Tramway Museum
Location: Crich Tramway Village, Crich, Derbyshire DE4 5DP
Times: Sat 10am-4.30pm, Sun 10am-4.30pm
Prices: Adults £17.50, concessions £14, children £10.50, family £40.50
Website: www.tramway.co.uk
Features: Dave Gould layout in operation.

13 EAST ANGLIAN RAILWAY MUSEUM STEAM DAY AND MODEL RAILWAY SHOW
Hosts: East Anglian Railway Museum
Location: Chappel Station, Colchester, Essex CO6 2DS
Times: 10am-4.30pm
Prices: Adults £10, children £5
Website: www.earm.co.uk
Contact: 01206 242524
Features: Layouts, trade support, steam train and pump trolley rides, diesel locomotive driving experiences, refreshments and parking.

13 KEIGHLEY MODEL RAILWAY CLUB 7mm FESTIVAL
Hosts: Keighley Model Railway Club
Location: Knowle Mills, South Street, Keighley BD21 1SY
Times: 10am-4.30pm
Prices: Adults £4, children £3
Website: www.keighley-mrc.org.uk
Features: Layouts, specialist trade support, demonstrations, clinics, refreshments, parking and disabled access.

13 WHITWELL AND REEPHAM MODEL RAILWAY SHOW
Hosts: Whitwell and Reepham Model Railway Club
Location: The Sidings Function Room, Whitwell and Reepham Station, Reepham, Norwich NR10 4GA
Times: 10.30am-4.30pm
Prices: Adults £1.50, accompanied children free
Contact: 01603 871694
Features: 13 layouts, trade support, societies, demonstrations, refreshments and parking. Whitwell and Reepham Railway diesel gala also taking place (separate ticket price applies).

17-20 MIDLANDS MODEL ENGINEERING EXHIBITION
Hosts: Meridienne Exhibitions
Location: Warwickshire Event Centre, The Fosse, Fosse Way, Nr Leamington Spa, Warwickshire CV31 1XN
Times: Thu 10am-5pm, Fri 10am-5pm, Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £10.50 (£9.50), concessions £9.50 (£8.50), children £4 (£3) – online ticket prices in brackets
Website: www.midlandsmodeleengineering.co.uk
Features: Models, displays, demonstrations, workshops, lectures, live steam, trade support, societies, refreshments and parking.

19 BECKENHAM MODEL RAIL SHOW 2019
Hosts: Beckenham and West Wickham Model Railway Club
Location: St. John's Church, Eden Park Avenue, Beckenham, Kent BR3 3JN
Times: 10am-5pm
Prices: Adults £6, accompanied children free
Website: www.bwmrc.co.uk
Features: 15 layouts, trade support, demonstrations, societies, refreshments and disabled access.

19 CHELMSFORD MODEL RAILWAY EXHIBITION
Hosts: Chelmsford and District Model Railway Club
Location: St. John Payne School, Patching Hall Lane, Chelmsford, Essex CM1 4BS
Times: 10am-4.30pm
Prices: Adults £5, juniors (12-16yrs) £2, accompanied under 12s free
Website: www.cdmmrc.co.uk
Features: Layouts, trade support, refreshments and parking.

19 DIDCOT MODEL RAILWAY EXHIBITION
Hosts: Abingdon and District Model Railway Club
Location: Didcot Civic Hall, Britwell Road, Didcot, Oxfordshire OX11 7JN
Times: 10am-5pm
Prices: Adults £6, accompanied children free
Website: www.admrc.org.uk
Features: 17 layouts, trade support, refreshments and parking.

19 HILLINGDON RAILWAY MODELLERS TEST TRACK OPEN DAY
Hosts: Hillingdon Railway Modellers
Location: Yiewsley Baptist Church Hall (side entrance), Colham Avenue, Yiewsley, Hillingdon, London UB7 8HF
Times: 10am-3pm
Prices: £5
Website: www.hillingdonrailwaymodellers.co.uk
Contact: 020 8368 4090
Features: Three club test tracks in 'O', 'OO' and 'N' available, DC and DCC, meet club members and refreshments.

19 HINCKLEY MODEL RAILWAY SHOW
Hosts: Earl Shilton Scouts
Location: St. Peter's Church Hall, Leicester Road, Hinckley, Leicestershire LE10 1LW
Times: 10am-4pm
Prices: Adults £3.50, accompanied children free
Contact: 07805 078720
Features: 18 layouts, trade support, refreshments, parking and disabled access.

19 ICKENHAM MODEL RAILWAY SHOW
Hosts: Ickenham and District Society of Model Engineers
Location: Ickenham Village Hall, Swakeleys Road, Ickenham, Uxbridge, Middlesex UB10 8DG
Times: 10am-4.30pm
Prices: Adults £2.50, children £1, family (2+2) £5
Website: www.idsmc.co.uk
Features: Eight layouts, miniature train rides.

19 M5 M50 NARROW GAUGE MODELLERS MODEL RAILWAY EXHIBITION
Hosts: M5 M50 Narrow Gauge Modellers
Location: Corse and Staunton Village Hall, Corse, Gloucestershire GL19 3RQ
Times: 10am-4.30pm
Prices: Adults £5, accompanied children free
Website: www.m5m50ngm.co.uk
Features: Ten layouts, trade support, demonstrations, refreshments and parking.

19 MARLOW, MAIDENHEAD AND DISTRICT MODEL RAILWAY CLUB 'O' GAUGE SHOW
Hosts: Marlow, Maidenhead and District Model Railway Club
Location: Knowl Village Hall, Bath Road, Knowl Hill, Reading, Berkshire RG10 9XB
Times: 10am-4pm
Prices: Adults £5, partners and accompanied children free
Website: www.mmdmrc.org.uk
Features: Five layouts, trade support, refreshments, parking and disabled access.

19 WOMBORNE AUTUMN MODEL RAILWAY SHOW
Hosts: Midarc Promotions
Location: Womborne Civic Centre, Gravel Hill, Womborne WV5 9HA
Times: 10am-4pm
Prices: Adults £5, concessions £3, children under 12 £1
Contact: 07927 059930
Features: 21 layouts, trade support and refreshments.

19/20 BODMIN MODEL RAILWAY EXHIBITION
Hosts: Bodmin and District Model Railway Club
Location: Bodmin Community College, Lostwithiel Road, Bodmin PL31 1DD
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, children under 18 free
Contact: 07775 542174
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

19/20 CARDIFF MODEL RAILWAY EXHIBITION
Hosts: Cardiff 4mm/North Gwent RM/Cardiff Model Engineering Society
Location: Ysgol Gyfun Gymraeg Glantaf, Bridge Road, Llandaff North, Cardiff CF15 2JL
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, children under 12 free
Website: www.cardiffmodelrailwayshow.co.uk
Features: 15 layouts, trade support, demonstrations, societies, refreshments and parking. Free vintage bus operating between venue and Cardiff Central railway station (Saturday only).

19/20 GREENOCK MODEL RAILWAY SHOW
Hosts: Greenock and District Model Railway Club
Location: Lyle Kirk, Union Street, Greenock, PA16 8DD
Times: Sat 10am-5pm, Sun 12pm-5pm
Prices: Adults £4.50, concessions £3.50, family (2+2) £13
Website: www.greenockmrc.co.uk
Features: Layouts, trade support and refreshments.

19/20 HARTLEPOOL MODEL RAILWAY SHOW
Hosts: Hartlepool MRG
Location: Hartlepool College of Further Education, Stockton Street, Hartlepool TS24 7LB
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £6, concessions £5, children £4, family (2+3) £18
Website: www.facebook.com/HartlepoolMRG/
Features: 20 layouts, trade support, demonstrations, refreshments, parking and disabled access.

SHOW GUIDE

19/20 LINCOLN AND DISTRICT MODEL RAILWAY CLUB POST MODERNISATION EXHIBITION

Hosts: Lincoln and District Model Railway Club
Location: Newark Showground, Lady Eastwood Pavilion, Newark NG24 2NY
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £8, children £4, family £20
Website: www.ladmrc.co.uk
Features: 15 layouts, trade support, demonstrations, refreshments, parking and disabled access. Free shuttle bus between venue and Newark Northgate/Castle railway stations.

19/20 UCKFIELD MODEL RAILWAY EXHIBITION

Hosts: Uckfield Model Railway Club
Location: Uckfield Civic Centre, Civic Approach, Uckfield, East Sussex TN22 1AE
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £7, accompanied children free
Website: www.uckfieldmrc.co.uk
Contact: 01903 745759
Features: 15 layouts, trade support, demos, societies, refreshments, parking and disabled access.

19/20 WARRINGTON MODEL RAILWAY EXHIBITION

Hosts: Warrington Model Railway Club
Location: Warrington and Vale Royal College, Winwick Road, Warrington WA2 8QA
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £5, children £1, family £12
Website: www.warringtonmodelrail.co.uk
Features: 15 layouts, trade support, demonstrations, refreshments, parking and disabled access.

20 BRACKNELL RAILWAY SOCIETY OPEN DAY

Hosts: Bracknell Railway Society
Location: Pinewood Centre, Old Wokingham Road, Wokingham RG40 3AQ
Times: 1.30pm-4.30pm
Prices: Free
Website: www.bracknellrailwaysociety.co.uk
Features: Layouts, meet society members and parking. Pinewood Miniature Railway will also be in operation.

20 CARLTON RAILWAY SOCIETY MODEL RAILWAY SHOW

Hosts: Carlton Railway Society
Location: Wressle Village Hall, Station Road, Wressle YO8 6ES
Times: 10am-4pm
Prices: Adults £4, concessions £2
Contact: 07795 831494
Features: Ten layouts, trade support and displays.

20 POOLE MODEL RAILWAY EXHIBITION

Hosts: Poole and District Model Railway Society
Location: Poole Grammar School, Gravel Hill, Poole, Dorset BH17 9JU
Times: 10am-4.30pm
Prices: Adults £5, children £3.50, family (2+2) £10
Contact: www.pdmrs.wordpress.com
Features: Layouts, trade support, demonstrations, refreshments and parking.

20 WEXFORD MODEL RAILWAY CLUB OPEN DAY

Hosts: Wexford Model Railway Club, Ireland
Location: St. Joseph's Community Centre, Bishopswater, Wexford
Times: 12pm-5pm
Prices: Free
Website: www.facebook.com/wexfordmodelrailwayclub
Features: Layouts, chat with club members.

20 CENTRAL SOUTHERN GAUGE 'O' GROUP MODEL RAILWAY SHOW

Hosts: Central Southern Gauge O Group
Location: Allendale Community Centre, Hanham Road, Wimborne, Dorset BH21 1AS
Times: 10am-4pm
Prices: Adults £4, accompanied children free
Website: www.csgog.org
Features: Layouts, trade support, test track, demonstrations, refreshments and parking.

26 AMERSHAM CLASSIC MODEL TRAIN SHOW

Hosts: Chiltern Hills Vintage Train Group
Location: St. John's Methodist Church Hall, Woodside Road, Amersham, Buckinghamshire HP6 6AN
Times: 10.30am-5pm
Prices: Adults £4, children under 15 £2, family (2+2) £10
Contact: 01895 672251
Features: Vintage layouts, trade support, displays, refreshments and parking.

26 CHICHESTER MODEL RAILWAY EXHIBITION

Hosts: Lions Club of Chichester
Location: Chichester High School, Kingsham Road, Chichester, West Sussex PO19 8AE
Times: 10am-4.30pm
Prices: Adults £5, children £2, family (2+2) £12
Website: www.chillions.org.uk
Features: Layouts, trade support, displays, auctioneer valuations, outdoor rides, refreshments, parking and disabled access.

26 COVENTRY AND WARWICKSHIRE 'O' GAUGE MODELLERS OPEN DAY

Hosts: Coventry and Warwickshire O Gauge Modellers
Location: Church of the Holy Cross, St Austell Road, Wyken, Coventry CV2 5AE
Times: 10am-3pm
Prices: Free
Website: www.covgog.org
Features: Two layouts, test track, demonstrations, trade support, refreshments and parking.

26 EXETER GARDEN RAILWAY SHOW

Hosts: South Devon Garden Railway Group
Location: The Matford Centre, Matford Park Road, Marsh Barton Ind. Estate, Exeter EX2 8FD
Times: 10.30am-4.30pm
Prices: Adults £7, concessions £6, accompanied children free
Website: www.exetergardenrailwayshow.com
Features: Layouts, trade support, displays, live steam, rides, refreshments, parking and disabled access.

26 EXPO NARROW GAUGE 2019

Hosts: Greenwich and District Narrow Gauge Railway Society
Location: White Oak Leisure Centre, Hilda May Avenue, Swanley, Kent BR8 7BT
Times: 10am-5pm
Prices: Adults £8, accompanied children £1
Website: www.expong.org
Features: Layouts, trade support, societies, demos, refreshments, parking and disabled access.

26 FELIXSTOWE 'N' GAUGE MODEL RAILWAY GROUP OPEN DAY

Hosts: Felixstowe Area 'N' Gauge Model Railway Group
Location: The Welcome Hall, High Road, Trimley St Mary IP11 0NT
Times: 10am-4.30pm
Prices: Free
Website: www.felixstowengauge.org.uk
Features: Layouts, trade support, refreshments, parking and disabled access.

26 MID WALES MODEL RAILWAY SHOW

Hosts: Newtown Model Railway Society
Location: Welshpool Town Hall, Broad Street, Welshpool, Powys SY21 7JQ
Times: 10am-5pm
Prices: Adults £4.50, accompanied children free
Website: www.facebook.com/NewtownMRS/
Features: Layouts, trade support, demonstrations, refreshments and disabled access.

26 NEWBURY MODEL RAILWAY CLUB EXHIBITION

Hosts: Newbury Model Railway Club
Location: St. Bartholomew's School, Buckingham Road, Newbury, Berkshire RG14 6JP
Times: 10am-4.30pm
Prices: Adults £5, concessions £4.50, children £2.50, family £10
Website: www.newburymrc.co.uk
Features: 16 layouts, trade support, societies, refreshments, parking and disabled access.

26 NOTTINGHAM WOODTHORPE MODEL RAILWAY CLUB EXHIBITION

Hosts: Nottingham Woodthorpe Model Railway Club
Location: Sherwood Community Centre, Mansfield Road, Sherwood, Nottingham NG5 3FN
Times: 10am-5pm
Prices: Adults £4, concessions £3, children £3, family (2+2) £12
Contact: 0115 955 2975
Features: Layouts, trade support, displays, refreshments and parking.

26 SEAFORD MODEL RAILWAY SHOW

Hosts: Newhaven and District Model Railway Club
Location: Seaford Baptist Church, Belgrave Road, Seaford, East Sussex BN25 2EE
Times: 10am-5pm
Prices: Adults £4, children £1
Website: www.newhavendmrc.com

Features: 14 layouts, trade support, refreshments and disabled access.

26/27 ABERDEEN MODEL RAILWAY CLUB EXHIBITION

Hosts: Aberdeen Model Railway Club
Location: Hallmark Hotel, Farburn Terrace, Dyce, Aberdeen AB21 7DW
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £6, students £5, children £3, family (2+3) £15
Website: www.facebook.com/AberdeenModelRailwayClub
Features: Layouts (including the club's winning displays from Channel 5's Great Model Railway Challenge 2018), trade support, societies, refreshments, parking and disabled access.

26/27 CAISTOR MODEL RAILWAY SHOW

Hosts: Caistor Model Railway Club
Location: Caistor Town Hall, High Street, Caistor, Lincolnshire LN7 6TX
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £3, concessions £2.50, children £2.50, family £7.50
Contact: mikephill362@gmail.com
Features: 13 layouts, trade support, refreshments and parking.

26/27 CATHCART MODEL RAILWAY EXHIBITION

Hosts: Clydeside Model Railway Club
Location: Pollokshaws Burgh Hall, Pollokshaws Road, Glasgow G43 1NE
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £5, concessions £4.50, children £2.50, family (2+2) £13
Website: www.clydesidemrc.com
Features: Layouts, trade support and parking.

26/27 CHELTENHAM GREAT WESTERN MODELLERS AUTUMN EXHIBITION

Hosts: Cheltenham Great Western Modellers Group
Location: St. Margaret's Hall, Coniston Road, Off Windermere Road, Hatherley, Cheltenham GL51 3NU
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £5, children £2.50, family (2+2) £10
Website: www.cheltmodrail.org.uk
Features: Layouts, trade support, displays, refreshments and disabled access.

26/27 CORBY MODEL RAILWAY EXHIBITION

Hosts: Corby and District Model Railway Society
Location: St. Peter and St. Andrew's Church Hall, Beanfield Avenue, Corby, Northamptonshire NN18 0EH
Times: Sat 10am-5pm, Sun 11am-4pm
Prices: Adults £4, concessions £3, children £2, family (2+2) £10
Website: www.cdms.co.uk
Features: Layouts, trade support, refreshments, parking and limited disabled access.

26/27 HAZEL GROVE AND DISTRICT MODEL RAILWAY SOCIETY EXHIBITION

Hosts: Hazel Grove and District Model Railway Society
Location: Hazel Grove High School, Jacksons Lane, Hazel Grove, Stockport SK7 5JX
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £7, accompanied children free, unaccompanied children £3
Website: www.hgdms.org.uk
Features: 20 layouts, trade support, demonstrations, refreshments, parking and disabled access. Free vintage bus operating between venue and Hazel Grove railway station both days.

26/27 LEEDS MODEL RAILWAY SOCIETY EXHIBITION

Hosts: Leeds Model Railway Society
Location: The Grammar School at Leeds, Alwoodley Gates, Harrogate Road, Leeds LS17 9NA
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £7, accompanied children free (max. 3 per paying adult)
Website: www.leedsrms.org
Features: Layouts, trade support, refreshments and parking.

26/27 RAIL-EX TAUNTON 2019

Hosts: Somerset Railway Modellers Club
Location: Taunton School, Staplegrave Road, Taunton, Somerset TA2 6AD
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £8, concessions £7, accompanied children free
Website: www.railxetaunton.uk
Features: 30 layouts, trade support, societies, refreshments, parking and disabled access.

26-28 MODEL RAILWAYS AND HOBBIES EXHIBITION
Hosts: South Dublin Model Railway Club
Location: Blackrock College, Blackrock, Co. Dublin
Times: Sat 11am-5pm, Sun 11am-5pm, Mon 11am-5pm
Prices: Adults €8, concessions €6, children €6, family (2+2) €20
Website: www.sdmrc.ie
Features: Layouts, trade support, refreshments, parking and disabled access.

27 WYRE FOREST MODEL RAILWAY CLUB OPEN DAY
Hosts: Wyre Forest Model Railway Club
Location: 1st Floor, 101 Comberton Hill, Kidderminster, Worcestershire DY10 1QH
Times: 11am-4pm
Prices: Free
Website: www.wyreforestmrc.com
Features: Club layouts on display and test tracks in three gauges for visitor use.

30 TAUNTON MODEL RAILWAY GROUP - OPEN DAY
Hosts: Taunton Model Railway Group
Location: Platform One, Bishops Lydeard Station, West Somerset Railway TA4 3BX
Times: 10.30am-4.30pm
Prices: Adults £1.50, children 50p
Website: www.ukmodelsops.co.uk/tmrg/
Contact: 07879 852736
Features: Layouts on display and refreshments.

NOVEMBER

2 STEPHENSON MODEL RAILWAY GROUP RAINHILL EXHIBITION
Hosts: Stephenson Model Railway Group, Rainhill
Location: The Guide House, Stoney Lane, Rainhill, Merseyside L35 9JY
Times: 10am-5pm
Prices: Adults £3, accompanied children free, unaccompanied children £1.50
Website: www.stephensonmrg.org.uk
Features: Layouts, trade support, demonstrations, refreshments and disabled access.

2 VINTAGE HORNBY MODEL TRAIN SHOW
Hosts: Bristol and Somerset Group, Hornby Railway Collectors Association
Location: King Alfred School, Burnham Road, Highbridge, Somerset TA9 3EE
Times: 10am-4pm
Prices: Adults £3, accompanied children free
Website: www.somersetthra.co.uk
Features: Layouts, trade support, refreshments, parking and disabled access.

2 WYCRAIL 2019
Hosts: High Wycombe and District Model Railway Society
Location: Cressex Community School, Cressex Road, High Wycombe HP12 4UD
Times: 10am-5pm
Prices: Adults £7, children free
Website: www.hwdmrs.org.uk
Features: 29 layouts, trade support, refreshments and parking. Free bus operating between venue and High Wycombe railway station.

2/3 GRAVESEND MODEL RAILWAY SHOW
Hosts: Gravesend Railway Enthusiasts Society
Location: Northfleet School for Girls, Hall Road, Northfleet, Kent DA11 8AQ
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, accompanied children free
Website: www.gres.org.uk
Features: Layouts, trade support, refreshments, parking and disabled access. Special bus operating between venue, Gravesend and Ebbsfleet.

2/3 SPENNYMOOR MODEL RAILWAY SHOW
Hosts: Durham Locomotive Preservation Group
Location: Whitworth Park Secondary School, Whitworth Lane, Spennymoor, County Durham DL16 7LN
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: TBA
Website: www.wrlpg.com
Features: Layouts, trade support, refreshments, parking and disabled access.

2/3 WEYMOUTH MODEL RAILWAY EXHIBITION
Hosts: Weymouth Model Railway Association
Location: Wey Valley School, Dorchester Road, Weymouth DT3 5AN

Times: Sat 10.30am-4.30pm, Sun 10am-3.45pm
Prices: Adults £6, children £2, family (2+2) £14
Website: www.weymouthmra.org.uk
Features: 30 layouts, trade support, demonstrations, refreshments and parking.

2/3 WIGHTRAIL 2019 MODEL RAILWAY EXHIBITION
Hosts: Wight Model Railway Group
Location: Medina Leisure Centre, Fairlee Road, Newport, Isle of Wight PO30 2DX
Times: Sat 10am-4.30pm, Sun 10am-4.30pm
Prices: Adults £3.50, accompanied children under 14 free
Website: www.wightmodelrailwaygroup.co.uk
Features: 14 layouts, trade support, demonstrations, refreshments, parking and disabled access.

DON'T MISS...

2/3 SPALDING MODEL RAILWAY EXHIBITION
Hosts: Spalding Model Railway Club
Location: Springfields Events Centre, Camel Gate, Spalding, Lincolnshire PE12 6ET
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £8, concessions £7, accompanied children free
Website: www.spaldingmodelrailwayclub.org.uk
Features: 30 layouts, trade support, demonstrations, refreshments, parking and disabled access. Sponsored by Hornby Magazine and featuring the magazine's 'N' gauge layout, Barrenthorpe Shed.

3 BRADFORD MODEL RAILWAY CLUB OPEN DAY
Hosts: Bradford Model Railway Club
Location: Black Dyke Mills, Queensbury, Bradford BD13 1QA
Times: 10am-4pm
Prices: Admission £2
Website: www.bradfordmrc.org.uk
Features: Club layouts, chat with BMRC members, refreshments and parking.

3 BURTON MODEL RAILWAY 2019
Hosts: Burton Railway Society
Location: National Brewery Centre, Horninglow Street, Burton upon Trent DE14 1NG
Times: 10am-4pm
Prices: Adults £5, accompanied children free
Website: www.burtonrailwaysociety.co.uk
Features: 18 layouts, trade support, refreshments, parking and disabled access. Admission price includes entry to brewery museum.

9 HEYWOOD MODEL RAILWAY GROUP OPEN DAY
Hosts: Heywood Model Railway Group
Location: Club Rooms, Unit 4, Park Works, River Street, Heywood, Lancashire OL10 4AB
Times: 10am-4pm
Prices: Free (donation to club appreciated)
Website: www.hmrg.co.uk
Features: Layouts, refreshments and parking.

9 IPSWICH MODEL RAILWAY EXHIBITION
Hosts: Ipswich Railway Modellers Association
Location: Rushmere Hall Primary School, Lanark Road, Ipswich IP4 3EJ
Times: 10am-4.30pm
Prices: Adults £5, accompanied children free, unaccompanied children £2
Website: www.irma.org.uk
Features: Layouts, trade support, refreshments, parking and disabled access.

9 'N' GAUGE MODEL RAILWAY SHOW
Hosts: West Sussex 'N' Gauge Model Railway Club
Location: Shoreham Baptist Church, Western Road, Shoreham-by-Sea, West Sussex BN43 5WD
Times: 10am-5pm
Prices: Adults £3, children £1
Website: www.wsng.co.uk
Features: 25 linked modular layouts, trade support and refreshments.

9 SHEFFIELD MODEL RAILWAY ENTHUSIASTS OPEN DAY AND MINI EXHIBITION
Hosts: Sheffield Model Railway Enthusiasts
Location: Carterknowle Church, Edgedale Road, Sheffield S8 2BQ
Times: 10am-4.30pm
Prices: Adults £3, children free

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Website: www.sheffieldmodelrailwayenthusiasts.com
Features: Seven layouts, club stand and refreshments.

9 SOLIHULL MODEL RAILWAY CIRCLE EXHIBITION
Hosts: Solihull Model Railway Circle
Location: St Mary's Church Hall, Hob's Meadow, Solihull B92 8PN
Times: 10am-4.30pm
Prices: Adults £3, concessions £2.50, children £2, family (2+2) £8
Website: www.solihullmrc.org
Features: 11 layouts, trade support, societies, refreshments, parking and disabled access.

9 THEYDON BOIS MODEL RAILWAY EXHIBITION
Hosts: Epping Railway Circle
Location: The Village Hall, Theydon Bois, Essex CM16 7ER
Times: 10am-4.30pm
Prices: Adults £5, children £3
Website: www.eppingrailwaycircle.com
Features: 12 layouts, trade support, parking and disabled access.

9 TRAIN COLLECTORS SOCIETY AUTUMN MEETING
Hosts: Train Collectors Society
Location: Trinity Methodist Church Hall, Narborough Road, Leicester LE3 2RD
Times: 10am-4pm
Prices: Adults £3, accompanied children free
Website: www.traincollectors.co.uk
Features: Seven vintage layouts, trade support and refreshments.

9 WENSUM VALLEY MODEL RAILWAY EXHIBITION
Hosts: 32A Model Railway Club
Location: Wensum Valley Hotel, Beech Avenue, Taverham, Norwich NR8 6HP
Times: 10am-4pm
Prices: Adults £5, children £2, family (2+2) £12
Website: www.32amrc.co.uk
Features: 16 layouts, trade support, refreshments, parking and disabled access.

9 WHITEHEAD RAILWAY MUSEUM MODEL RAILWAY DAY
Hosts: Whitehead Railway Museum
Location: Whitehead Railway Museum, Castlevue Road, Whitehead, Co. Antrim BT38 9NA
Times: 10am-5pm
Prices: Adults £10, concessions £8, children £6, family £25
Website: www.steamtrainsireland.com
Features: 20 layouts and displays set amongst full-size prototypes, plus steam train rides.

9/10 BARNSELY MODEL RAILWAY CLUB EXHIBITION
Hosts: Barnsley Model Railway Club
Location: Hoyland Leisure Centre, West Street, Hoyland, Barnsley S74 9EH
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £5, concessions £4, accompanied children free, otherwise £4
Website: www.barnsleymrc.co.uk
Features: Layouts, trade support, refreshments, parking and disabled access.

PLANNING AN EXHIBITION?

● Hornby Magazine's Show Guide is a free listing which allows you to promote a forthcoming model railway show. Contact Hornby Magazine by calling 01780 755131 or e-mail: hornbymagazine@keypublishing.com. Please ensure you include appropriate contact details for the public as we are unable to publish the listing without this.

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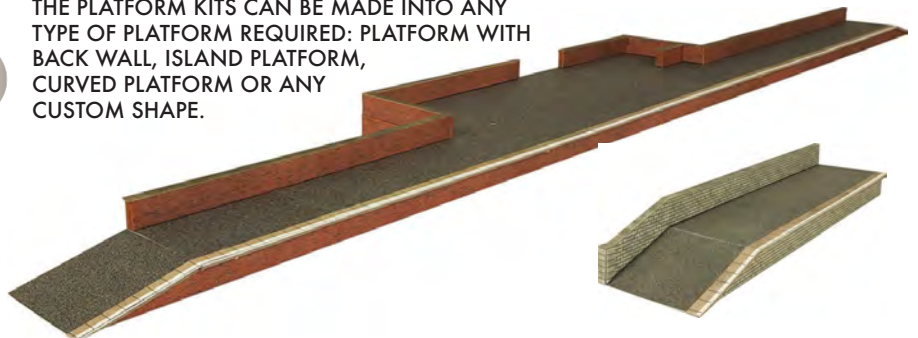
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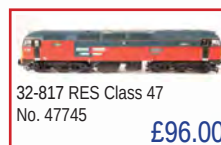
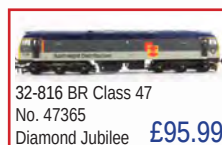
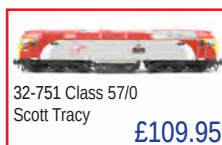
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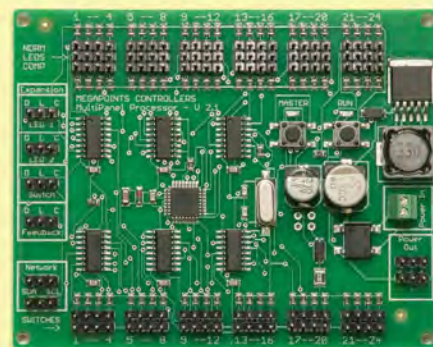
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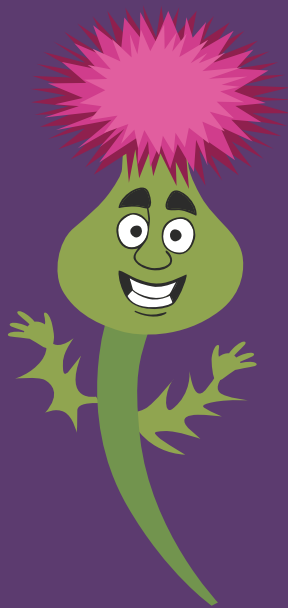


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Class 66 Delivery Update
Read our revised date for our Class 66 as well as an air freight option if you want your loco 6 weeks before the main batch.

www.hattons.co.uk/tmah38



O Gauge A4 Painted Bodies
Take a closer look at some painted body samples of our forthcoming A4 pacifics. Expect in stock by the end of the year.

www.hattons.co.uk/tmah39



Heljan L&B 2-4-2T CADs
Heljan have released images of their forthcoming 2-4-2T following on from the popular 2-6-2T last year. Due Q1 2020.

www.hattons.co.uk/tmah40



Heljan O Gauge Refurbished 31
Heljan have announced that they are producing a number of refurbished Class 31 locomotives in O Gauge. Read more online.

www.hattons.co.uk/tmah41



Hornby Teak Coaches in Stock
Take a closer look at some painted body samples of our forthcoming A4 pacifics. Expect in stock by the end of the year.

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Dapol Class 50 Now in Stock
Heljan have released images of their forthcoming 2-4-2T following on from the popular 2-6-2T last year. Due Q1 2020.

www.hattons.co.uk/tmah43

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R3709 6201 "Princess Elizabeth" in LMS crimson lake
R3711 46206 "Princess Marie Louise" in BR express passenger blue
R3713 46207 "Princess Arthur of Connaught" in BR maroon

Class 5101 'Large Prairie' 2-6-2T

Pre-order from £126. DCC-fitted £144
Due in Stock October to December 2019



R3719 4154 in GWR green
R3721 6110 in GWR green
R3723 6145 in BR black with early emblem
R3725 4160 in BR lined green with late crest

4wDM Ruston 48DS

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Due in Stock December 2019



R3704 269595 in pale green
R3705 458957 in John Dewar and Sons red
R3706 Army 802 in War Department green
R3707 "Queen Anne" in Longmorn Distillery livery

Class W4 Peckett 0-4-0ST

Pre-order from £99. DCC fitted for £117
Due in Stock October to December 2019



R3640 882 "Niclausse" in Peckett works leaf green
R3679 74 in Port of London Authority lined blue
R3680 "Forest No.1" in Charity Colliery lined green
R3702 "Daphne" in Tytherington Stone Co. purple
R3703 No.8 "Bear" in light blue
R3761 "Lady Edith" in Earl of Dudley's works livery

Mk3 Sliding Door coaches

Pre-order for £31.50 each
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ScotRail '7 cities'

R4890 TSL second open - running number TBC
R4891 TSD second open - running number TBC
R4907 TFGB trailer guard first - running number TBC
R4937 TS second open - running number TBC



GWR green

R4895 TSD second open in - running number TBC
R4896 TGS guard second open - running number TBC
R4915 TS second open - running number TBC



Cross Country Trains

R4938 TGS trailer guard second - running number TBC
R4939 TSD trailer standard disabled access - running number TBC
R4940 TS trailer standard - running number TBC
R4941 TCC trailer catering composite - running number TBC
R4942 TFD trailer first disabled access - running number TBC

dapol Forthcoming Items

See the full range of forthcoming items from Dapol at www.hattons.co.uk/dapolpreorders

N Gauge

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Due in Stock: March 2020



2S-034-001 "Fighter Command" in SR malachite green
2S-034-002 34066 "Spitfire" in BR green with late crest
2S-034-003 34110 "66 Squadron" in BR green with early emblem
2S-034-004 21C113 "Okehampton" in SR malachite green
2S-034-005 34030 "Watersmeet" in BR green with late crest

Class 67

Pre-order from £108.76
Due in Stock: September/October 2019



2D-010-008 67006 "Royal Sovereign" in Royal Trail livery
2D-010-009 67027 "Charlotte" in Colas Rail Freight livery
2D-010-010 67021 in Belmond British Pullman umber and cream
2D-010-010 67029 "Royal Diamond" in DB silver

OO Gauge

Class 43xx GWR Mogul 2-6-0

Pre-order from £135.96
Due in Stock: TBC



4S-043-001 6336 in GWR green with Great Western lettering
4S-043-002 6385 in GWR green with shirtbutton emblem
4S-043-003 GWR green with BR smokebox numberplate
4S-043-004 7324 in BR black with early emblem
4S-043-005 6364 in BR lined green with early emblem
4S-043-006 7310 in BR lined green with late crest

Class 59

Pre-order from £124.43
Due in Stock: October to December 2019



4D-005-000 59002 "Alan J Day" in Foster Yeoman livery
4D-005-001 59103 "Village of Mells" in ARC livery
4D-005-002 59206 "John F Yeoman" in DB Schenker livery
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7S-005-001 42 in LNER black
7S-005-002 68163 in LNER black
7S-005-003 7164 in LMS black
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7S-005-005 68164 in BR black with early emblem
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	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Rail Head Treatment Train (RHTT)	hattons.co.uk/RHTT	from £118	Nov 2017							
O Gauge LNER Class A3	hattons.co.uk/recordbreakers	£750	Aug 2016							
Class 66	hattons.co.uk/66	from £150	May 2018							
O Gauge LNER Class A4	hattons.co.uk/recordbreakers	£750	Aug 2016							
O Gauge Gresley Teak Coaches	hattons.co.uk/ogaugeteaks	£249	Aug 2016							
N Gauge Beyer-Garratt 2-6-0 0-6-2	hattons.co.uk/ngarratt	£199	Nov 2018							
Plasser 12t YOBB Crane	hattons.co.uk/gpc	£69	Nov 2018							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Bogie Bolster 'E' wagon	hattons.co.uk/bolstere	£25.45	Sep 2018							
N Gauge Class 50	hattons.co.uk/c50	£123.21	Feb 2013							
Class 59	hattons.co.uk/dapol59	from £124.43	Oct 2015							
Class 21/29	hattons.co.uk/dapol21	from £129.15	Jan 2011							
O Gauge Class 121 'Bubble Car'	hattons.co.uk/ogaugel21	from £254.15	Jun 2018							
GWR Class 43xx 2-6-0	hattons.co.uk/dapol43xx	from £135.96	Dec 2017							
GWR 'Large Prairie' 2-6-2T	hattons.co.uk/dapolprairie	from £115.56	Dec 2017							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
O Gauge Class 50 (Refurbished)	hattons.co.uk/hel50	£560	Apr 2017							
Class 25/3	hattons.co.uk/253	£129 (EST)	Jul 2018							
Class 86/0	hattons.co.uk/hel86	£161.46	Nov 2018							
Class 45	hattons.co.uk/hel45	from £143.65	May 2019							
Class 47	hattons.co.uk/hel47	TBA	Jul 2019							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class A1/A1X Terrier 0-6-0T	hattons.co.uk/hornbyterrier	from £81	Jan 2019							
Peckett B2 Class 0-6-0ST	hattons.co.uk/peckettb2	from £89	Jan 2019							
4wDM Ruston & Hornsby 48DS	hattons.co.uk/ruston48ds	£72	Jan 2019							
GWR 'Large Prairie' 2-6-2T	hattons.co.uk/hornbyprairie	from £126	Jan 2019							
LMS 'Princess Royal' 4-6-2	hattons.co.uk/princessroyal	from £171	Jan 2019							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
GER/LNER Class N7 0-6-2T	hattons.co.uk/oxN7	from £87	Jan 2017							
BL 18" Howitzer Railgun	hattons.co.uk/railgun	from £42.50	Jan 2018							
LNER Class J27 0-6-0	hattons.co.uk/oxj28	from £94	Jan 2019							

 Shows the stage the project is at based on the information available to us. CAD: Computer Aided Design. 1st EP: First Engineering Prototype. TBC: Price is yet To Be Confirmed (EST): Price is estimated.

You can view extended lists, preorder & comment on all of these projects at

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Information correct at the time of going to press on 12/09/19.



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Steam Locos



H4-AB14-004 Andrew Barclay 0-4-0ST 14" 1863 in Caledonian Railway lined blue (Hat).£99



H4-AB16-003 Andrew Barclay 0-4-0ST 16" 2226 "Katie" in lined maroon (Hat) (RRP £99).**BARGAIN**.£89



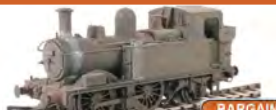
H4-AB16-001 Andrew Barclay 0-4-0ST 16" 2244 "No.10" in NCB lined black (Hat).£99



R3525 Battle of Britain Class (Air Smoothed) 4-6-2 S21C159 "Sir Archibald Sinclair" in British Railways malachite green (Hor).£149



R3292 Class OF Pug 0-4-0ST 56011 in BR black - Hornby 2014 Collectors Club special edition (Hor) (RRP £24.99).**BARGAIN** £14.50



H1415 Class 14xx 0-4-2T 1432 in BR Lined green late crest - Heavily weathered (DJ) (RRP £99).**BARGAIN**.£74



32-304A Class 2251 0-6-0 Collett Goods 2251 in GWR green Churchward tender (Bac).£114.95



32-236 Class 3F "Jinty" 0-6-0T 47619 in early British Railways black (Bac) (RRP £109.95).**BARGAIN**.£74.50



R3383TTS Class 4073 Castle 4-6-0 5050 "Earl of St Germans" in BR Green early emblem - TTS sound fitted (Hor).£169.50



H1405 Class 48xx 0-4-2T 4807 in GWR Wartime black GWR lettering - Lightly weathered (DJ) (RRP £99).**BARGAIN**.£79



30-525loco Class 49xx "Hall" 4-6-0 4965 "Rood Ashton Hall" in Great Western green - split from 30-525 set (Bac).£79



R3616 Class 5MT "Black Five" 4-6-0 5089 in LMS black (Hor).£153



R3494 Class 5MT Black 5 4-6-0 45025 in BR Black late crest - Railroad Range (Hor).£80



31-690 Class 5P4F Stanier Mogul 2-6-0 2965 in LMS lined black (Bac) (RRP £159.95).**BARGAIN**.£106



R3552 Class 6800 "Grange" 4-6-0 6860 "Aberporth Grange" in GWR green shirtbutton emblem (Hor).£132



R3638 Class 7P6F Streamlined West Country 4-6-2 34019 "Bideford" in BR green late crest (Hor).£166.50



R3564 Class 8F 2-8-0 48045 in BR black late crest - Fowler tender (Hor).£127.50



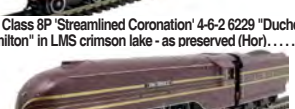
R3565 Class 8F 2-8-0 8035 in LMS black (Hor).£127.50



R3623 Class 8P "Streamlined Coronation" 4-6-2 6221 "Queen Elizabeth" in LMS coronation blue (Hor).£171



R3677 Class 8P "Streamlined Coronation" 4-6-2 6229 "Duchess of Hamilton" in LMS crimson lake - as preserved (Hor).£171



R3639 Class 8P "Streamlined Coronation" 4-6-2 6244 "King George VI" in LMS crimson lake (Hor).£171



R3642 Class 8P Princess Coronation 4-6-2 46232 "Duchess of Montrose" in BR green early emblem (Hor).£171



R3555 Class 8P Princess Coronation 4-6-2 46256 "Sir William Stanier F.R.S." in BR maroon (Hor).£189



R3617 Class 8P Rebuilt Merchant Navy 4-6-2 35030 "Elder Dempster Lines" in BR green late crest (Hor).£144



R3736 Class A1 4-6-2 4472 "Flying Scotsman" in LNER green (Hor).£189



R3284TTS Class A1 4-6-2 4472 "Flying Scotsman" in LNER green - TTS sound fitted - Railroad range (Hor).£114



R3782 Class A1 Terrier 0-6-0T 751 in South Eastern and Chatham Railway green (Hor).£81



R3518 Class A3 4-6-2 108 "Gay Crusader" in LNER apple green - "The Final Day" special edition (Hor).£120



R3371 Class A4 4-6-2 4468 "Mallard" in LNER garter blue - Railroad range (Hor).£94



R3438 Class A4 4-6-2 4494 "Osprey" in LNER apple green - gloss finish (Hor).£149.50



R3522 Class A4 4-6-2 60026 "Miles Beevor" in BR green early emblem (Hor).£149



R3431 Class B12/3 4-6-0 61533 in BR black early emblem (Hor) (RRP £159.99).**BARGAIN**.£123



R3694 Class B2 Peckett 0-6-0ST "Westminster" in Associated Portland Cement green (Hor).**NEW**.£99



R3693 Class B2 Peckett 0-6-0ST No.4 "Sherwood" in Sherwood Colliery lined green (Hor).**NEW**.£99



35-077 Class E4 Brighton tank 0-6-2T 32556 in BR black early emblem (Bac) (RRP £109.95).**BARGAIN**.£76



R3600TTS Class J36 0-6-0 673 "Maude" in North British Railway lined black - as preserved - TTS sound fitted (Hor).£148.50



R3407 Class J50 0-6-0T 68959 in BR Black early emblem (Hor).£79.50



R3608TTS Class J36 0-6-0 673 "Maude" in North British Railway lined black - as preserved - TTS sound fitted (Hor).£148.50



R3668 Class J83 0-6-0T 8482 in LNER green - Railroad range (Hor).£40.50



R3466 Class J94 0-6-0ST 22 in United Steel Company (Hor).£73



R3461 Class L1 Thompson 2-6-4T 67702 in LNER apple green (Hor).£132



R3603TTS Class LN "Lord Nelson" 4-6-0 30850 "Lord Nelson" in BR green late crest - TTS sound fitted (Hor).£175.50



R3635 Class LN "Lord Nelson" 4-6-0 30863 "Lord Rodney" in BR green early emblem (Hor).£153



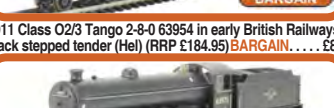
R3634 Class LN "Lord Nelson" 4-6-0 851 "Sir Francis Drake" in Southern Railway olive green (Hor).£153



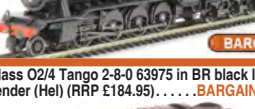
R3531 Class M7 0-4-4T 30129 in BR black late crest (Hor).£132



3911 Class O2/3 Tango 2-8-0 63954 in early British Railways black stepped tender (Hel) (RRP £184.95).**BARGAIN**.£84



3922 Class O2/4 Tango 2-8-0 63975 in BR black late crest flush tender (Hel) (RRP £184.95).**BARGAIN**.£84



R3559 Class Q1 0-6-0 C24 in Southern Railway wartime black (Hor).£104



R3615 Class W4 Peckett 0-4-0ST 560 in Peckett works leaf green builders lettering (Hor).£90



R3550 Class W4 Peckett 0-4-0ST 883 in Lilleshall Co (Hor).£99.99



R3421 Drummond Class 700 0-6-0 30698 in BR Black early emblem (Hor) (RRP £124.99).**BARGAIN**.£59



R3631 SECR H Class 0-4-4T 31265 in BR black early emblem (Hor).£117



H4-P-001 SECR P Class 0-6-0T 178 in SE&CR full lined green (with brass) (Hat).£99



H4-P-015 SECR P Class 0-6-0T 27 in SE&CR full lined green (with polished brass) (Hat).£99



H4-P-002 SECR P Class 0-6-0T 753 in SE&CR full lined green (with brass) (Hat)£99



32-360A Standard Class 4MT 2-6-4T 80104 in BR lined black late crest (Bac)£118.96



R3547 Standard Class 4MT 4-6-0 75008 in BR green late crest (Hor)£144

Diesel locos



2930 Class 07 shunter 07001 in Harry Needle Railroad Company - Exclusive to Hattons Model Railways (Hel) (RRP £139)BARGAIN.....£95



2912 Class 07 shunter 07001 in Peakstone yellow (Hel) (RRP £139)BARGAIN.....£101



2908 Class 07 shunter 07002 in BR blue (Hel)£118.96



2913 Class 07 shunter 07003 in British Industrial Sand (Hel) (RRP £139)BARGAIN.....£98



2916 Class 07 shunter 07005 'Langbaugh' in ICI Wilton grey and orange (Hel)£118.96



2909 Class 07 shunter 07006 in Powell Duffryn blue and white (Hel)£118.96



2915 Class 07 shunter 07009 in BR blue - weathered (Hel) £127.46



2914 Class 07 shunter 2989 in BR blue (Hel)£118.96



2904 Class 07 shunter D2986 in BR green wasp stripes (Hel)£118.96



2905 Class 07 shunter D2988 in BR green wasp stripes (Hel)£118.96



2906 Class 07 shunter D2991 in BR Eastleigh Works light green (Hel)£118.96



2902 Class 07 shunter D2992 in BR blue wasp stripes (Hel) (RRP £139)BARGAIN.....£104



2907 Class 07 shunter D2998 in BR blue (Hel)£118.96



32-119 Class 08 Shunter 08907 in DB Schenker red (Bac)£111



1410 Class 14 D9537 in BR desert sand - as preserved (Hel) (RRP £129.95)BARGAIN.....£109



1722 Class 17 'Clayton' 8546 in BR green full yellow ends (Hel) NEW£118.96



1721 Class 17 'Clayton' D8502 in BR green small yellow panels (Hel) NEW£118.96



1723 Class 17 'Clayton' D8534 in BR blue (Hel) NEW£118.96



R3661 Class 31 D5509 in BR green (Hor)£153



3439 Class 33/0 33009 in Civil Engineers 'Dutch' (Hel) £118.96



3437 Class 33/0 D6558 in BR blue (Hel)£118.96



3328 Class 33/2 6593 in BR Blue full yellow ends (Hel)£101.15



3527 Class 35 'Hymek' D7088 in BR green small yellow panels (Hel)£110.46



31-659 Class 47/0 47001 in BR Blue - weathered (Bac)£164.50



31-663 Class 47/0 47209 'Herbert Austin' in Railfreight Distribution Sector (Bac) (RRP £159.95) BARGAIN £154.50



32-817SD Class 47/7 47714 in Anglia - Ltd Ed of 512 for Eastern UK Bachmann retailers (Bac)£149.50



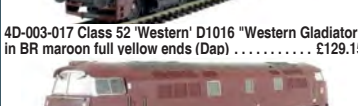
R3658 Class 50 50033 'Glorious' in revised Network Southeast (Hor)£136



4D-003-014 Class 52 'Western' D1008 'Western Harrier' in BR maroon yellow bufferbeams (Dap)£129.15



4D-003-014D Class 52 'Western' D1008 'Western Harrier' in BR maroon yellow bufferbeams - DCC fitted (Dap) NEW£154.66



4D-003-017 Class 52 'Western' D1016 'Western Gladiator' in BR maroon full yellow ends (Dap)£129.15



4D-003-015 Class 52 'Western' D1034 'Western Dragoon' in BR maroon small yellow panels (Dap)£129.15



4D-003-015D Class 52 'Western' D1034 'Western Dragoon' in BR maroon small yellow panels - DCC fitted (Dap) NEW£154.66



4D-003-013 Class 52 'Western' D1035 'Western Yeoman' in BR green small yellow panels (Dap)£129.15



4D-003-013D Class 52 'Western' D1035 'Western Yeoman' in BR green small yellow panels - DCC fitted (Dap) NEW£154.66



4D-003-018 Class 52 'Western' D1041 'Western Prince' in BR blue (Dap) NEW£129.15



4D-003-016 Class 52 'Western' D1043 'Western Duke' in BR chromatic blue small yellow panels (Dap) NEW£129.15



R3605TTS Class 60 60044 'Dowlo' in DB Schenker red - TTS sound fitted (Hor)£184.50



R3573 Class 66/7 66751 'Inspiration Delivered - Hitachi Rail Europe' in GB Railfreight (Hor)£85



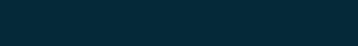
R3659 Class 67 67027 'Charlotte' in Colas Rail Freight (Hor)£144



4D-022-008 Class 68 68003 'Astute' Direct Rail Services compass (Dap)£131.71



4D-022-013 Class 68 68004 'Rapid' in Direct Rail Services blue (Dap)£131.71



4D-022-009 Class 68 68006 'Daring' in Scotrail (Dap)£131.71



4D-022-015 Class 68 68026 in Direct Rail Services plain blue (Dap)£131.71



4D-022-016 Class 68 68034 in Direct Rail Services blue (Dap)£131.71



4D-006-014 Class 73/0 E6002 in BR plain green (Dap) £124.29



4D-006-014D Class 73/0 E6002 BR plain green - DCC fitted (Dap) NEW£149.79



4D-006-010 Class 73/0 E6004 in BR green grey solebar (Dap)£124.29



4D-006-010D Class 73/0 E6004 BR green grey solebar - DCC fitted (Dap) NEW£149.79



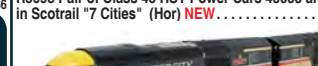
4D-006-011 Class 73/1 73109 'Battle of Britain' in Network SouthEast (Dap)£124.29



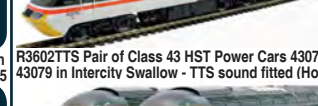
4D-006-011D Class 73/1 73109 'Battle of Britain' in Network SouthEast - DCC fitted (Dap) NEW£149.79



4D-006-013 Class 73/2 73202 in Southern Gatwick Express branding (Dap)£124.29



4D-006-013D Class 73/2 73202 in Southern Gatwick Express branding - DCC fitted (Dap) NEW£149.79



4D-006-012D Class 73/2 73235 South West Trains - DCC fitted (Dap) NEW£149.79



GV2016 YEC Janus 0-6-0DE shunter No.379 'Caerleon' in Allied Steel and Wire blue (Gol) (RRP £99.95) BARGAIN£49.50



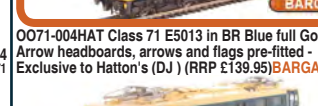
R3698 Pair of Class 43 HST Power Cars 43033 and 43183 in Scotrail '7 Cities' (Hor) NEW£261



R3602TTS Pair of Class 43 HST Power Cars 43078 and 43079 in Intercity Swallow - TTS sound fitted (Hor)£280



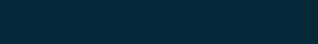
R3696 Pair of Class 43 HST Power Cars 43093 and 43016 in GWR green 'Old Oak Common' commemorative (Hor)£261



R3510 Pair of Class 43 HST Power Cars 43187 and 43188 in GWR green - Ltd Ed (Hor) (RRP £289.99) BARGAIN £246



R3802 Pair of Class 43 HST Power Cars 43315 and 43309 in LNER white and red (Hor)£261



0071-004HAT Class 71 E5013 in BR Blue full Golden Arrow headboards, arrows and flags pre-fitted - Exclusive to Hatton's (DJ) (RRP £139.95) BARGAIN£96

7604 Class 76 EM1 Woodhead electric 76022 in BR blue multiple working cables - Ltd Ed for Olivias Trains (Hel) £160

Visit

www.hattons.co.uk/new

for all new releases

DMUs



4D-009-HAT01 Class 121 single car DMU 'Bubblecar' 120 in GWR 150 chocolate and cream - Hatton's limited edition (Dap) (RRP £129.95).....**BARGAIN**...£105



4D-009-HAT04 Class 121 single car DMU 'Bubblecar' 121020 in Chiltern Railways blue - Hatton's limited edition (Dap) (RRP £129.95).....**BARGAIN**...£89



4D-009-HAT07 Class 121 single car DMU 'Bubblecar' 55022 in original Network South East - Hatton's limited edition (Dap) (RRP £129.95).....**BARGAIN**...£105



4D-009-HAT06 Class 121 single car DMU 'Bubblecar' 960010 in Railtrack 'coaching stock' maroon - Hatton's limited edition (Dap) (RRP £129.95).....**BARGAIN**...£89



4D-009-HAT03 Class 121 single car DMU 'Bubblecar' 960011 in Railtrack blue and green - Hatton's limited edition (Dap) (RRP £129.95).....**BARGAIN**...£105



8940 Class 128 parcels DMU M55993 in BR Blue full yellow ends and flush fronts (Hel) (RRP £119.95)**BARGAIN**...£54



R3662 Class 153 single car DMU 153368 in GWR green (Hor).....£109.50



R3772 Class 156 2 car DMU 156480 in Northern Rail / Royal Air Force commemorative (Hor) **NEW**£112.50

EMUs



R3606 5-BEL Pullman Brighton Belle EMU end vehicles in Pullman umber and cream small yellow panels (Hor)....£160

Track Maintenance vehicles



B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap).....£64



36-165A Plisser Tamper track maintenance machine (motorised) (Bac).....£74.95

Train sets - analogue



R1151 Caledonian Belle starter trainset 0-4-0 steam loco in blue 4 wheel coach & open wagon (Hor) (RRP £49.99)**BARGAIN**...£45



R1202 Mallard Pullman Train Set Class A4 4468 'Mallard' in LNER blue and pair of Pullman coaches (Hor)£144



R1248 Santa's Express - Christmas starter train set (Hor) £49.50



R1234 Starter train set - 'Hogwarts Express' - Harry Potter range (Hor).....£180

Train sets - digital



R1173 e-Link DCC Western Master train set GWR Class 2721 steam loco & 3 wagons (Hor) (RRP £175.99)**BARGAIN**...£130



R1125 Somerset Belle train set Class 3F 0-6-0 S&DJR 0-6-0 steam loco & 3 wagons - DCC control (Hor) (RRP £210.99)**BARGAIN**...£130

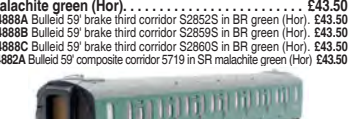
Coaches



30-525 Coaches 2 x Pullman Cars (349 & 335) & 1 x Mk1 BSK in Pullman umber & Cream - separated from the Shakespeare Express set (Bac).....£70



R4884A Bulleid 59' brake third corridor 2846 in SR malachite green (Hor).....£43.50



R4888A Bulleid 59' brake third corridor S2852S in BR green (Hor).....£43.50



R4886B Bulleid 59' brake third corridor S2859S in BR green (Hor).....£43.50



R4882A Bulleid 59' composite corridor S7119 in SR malachite green (Hor).....£43.50



R4886 Bulleid 59' composite corridor S5714S in BR green (Hor).....£43.50



R4523 Collett composite 6135 in GWR chocolate & cream - Railroad Range (Hor) (RRP £21.99)**BARGAIN**...£20



R4525 Collett restaurant car 9578 in GWR chocolate & cream - Railroad Range (Hor) (RRP £21.99)**BARGAIN**...£10

NEW



R4826 Gresley 61' 6" brake composite corridor 32557 in LNER teal (Hor) **NEW**.....£49.50

NEW



R4829 Gresley 61' 6" corridor buffet 21611 in LNER teal (Hor) **NEW**.....£49.50

NEW



R4827 Gresley 61' 6" first corridor 31885 in LNER teal (Hor) **NEW**.....£49.50

NEW



R4830 Gresley 61' 6" full brake 4234 in LNER teal (Hor) **NEW**.....£49.50

NEW



R4828 Gresley 61' 6" third corridor 23864 in LNER teal (Hor) **NEW**.....£49.50

NEW



R4914 GWR clerestory brake third coach in GWR chocolate and cream - Railroad range (Hor) **NEW**...£17.50



R4744 Maunsell brake third 3563 in SR malachite green - Railroad Range (Hor) (RRP £22.99).....**BARGAIN**...£9.50



R4534D Maunsell push-pull coach pack Set 619 in BR green (Hor).....£77

R4619A Mk1 BG full brake M80532 BR maroon (Hor) (RRP £24.99).....**BARGAIN**...£18



R4355 Mk1 BSK brake second corridor W34888 in BR chocolate & cream - Railroad Range (Hor) (RRP £21.99).....**BARGAIN**...£12

NEW



R4936 Mk1 GUV general utility van W86468 in BR maroon (Hor) **NEW**.....£33.50



R4902 Mk1 QPA BTU staff and dormitory coach ADB97574 in BR engineers yellow (Hor).....£31.50



39-051E Mk1 SO second open M4929 in BR maroon (Bac) (RRP £47.95).....**BARGAIN**...£33

R4621A Mk1 TSO second open E4558 BR maroon (Hor) (RRP £24.99).....**BARGAIN**...£18



R4643A Mk1 TSO second open M4473 in BR maroon (Hor) (RRP £24.99).....**BARGAIN**...£18



R4920 Mk2F 'Aircor' FO first open 3387 in Intercity Swallow (Hor).....£31.50



R4919 Mk2F 'Aircor' TSO second open 5985 in Intercity Swallow (Hor).....£31.50

R4918A Mk2F 'Aircor' TSO second open 5988 in Intercity Swallow (Hor).....£31.50

R4916A Mk2F 'Aircor' TSO tourist second open M6015 BR blue and grey (Hor).....£31.50

Wagons



37-854C 104 Tonne glw HTA Bulk Coal Hopper Wagon in EWS - weathered (Bac).....£42



R6904 7-plan open wagon 'North's Navigation, Cardiff' (Hor) **NEW**.....£15.50



R6903 7-plan open wagon 'Sherwood Colliery, Mansfield' (Hor) **NEW**.....£15.50



R6836 8 ton box vans in LMS bauxite - pack of three - railroad range (Hor).....£21



4F-061-001 BEV Bogie Bolster 'E' 923358 in BR bauxite (Dap).....£25.46



4F-061-006 BEV Bogie Bolster 'E' 924327 in BR bauxite (Dap).....£25.46



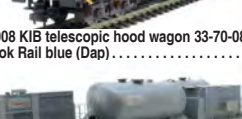
R6727A Horse box 42442 in LMS maroon (Hor) (RRP £21.99).....**BARGAIN**...£9



4F-039-006 KIB telescopic hood wagon 33-70-0899-032-3 in Tiphook Rail blue (Dap).....£25.46



4F-039-007 KIB telescopic hood wagon 33-70-0899-048-9 Tiphook Rail blue (Dap).....£25.46



4F-039-008 KIB telescopic hood wagon 33-70-0899-083-6 in Tiphook Rail blue (Dap).....£25.46



H4-RHTT-004 Rail Head Treatment Train 'Sandite' 2 wagons and sandite modules - weathered (Hat).....£126



H4-RHTT-006 Rail Head Treatment Train 'Water' wagon 3 water modules to extend either RHTT pack to 3 wagons - weathered (Hat).....£63

Prices valid until 06/11/19

All prices correct
when going to press.
Errors excepted.

Track - Code 100 Setrack



R6891 TTA tank wagons in Total, BP and Texaco liveries - Railroad Range - pack of three (Hor) £20



H4-WW-015 Warwell wagon 50t Gloucester GPS bogies MODA95512 in MOD 1970s olive - weathered (Hat) £37
4F-061-002 YRV Bogie Bolster 'E' 923444 in BR bauxite (Dap) £25.46
4F-061-003 YRV Bogie Bolster 'E' 923528 in BR S&T bauxite (Dap) £25.46
4F-061-005 YRV Bogie Bolster 'E' 923962 in BR S&T bauxite (Dap) £25.46

Analogue controllers



R8012 HM2000 High output power & speed controller, mains supply. (Hor) £94

Digital decoders

R8123 TTS digital sound decoder - Class 50 diesel (Hor) £38



R7239 TTS digital sound decoder - Class J36 steam loco (Hor) **NEW** £38

Digital control accessory decoders

R8247 DCC accessory decoder (for points and motors) (Hor) £41.50
PC2 One Touch DCC Quad Point Controller x 4 (Tra) £34

Digital controllers

R8213 DCC Select unit (boxed) (Hor) £98
R8312 e-LINK Module, Railmaster Software & 1 Amp Transformer (PC/Laptop Required) (Hor) £85



36-504 EZ Command Dynamis Ultima DCC system (Bac) £280

Point motors

R8015 Adaptor Base & Housing for R8014 (Hor) (RRP £6.99) **BARGAIN** £3



R8014 Mark 2 Point Motor (Hor) (RRP £9.99) **BARGAIN** £5
R8243 Surface Mounted point motor (Hor) £6.50

Switches and levers

R044 Passing contact lever frame switch (for point motors) (Hor) (RRP £11.99) **BARGAIN** £6

Lighting equipment

GM56 Buffer lights x 2 (Gau) £10

Model railway spares

SL-111 Finescale insulated rail joiners/fishplates (for code 70, 75 & 83) for OO & HO gauge - Pack of 12 (Pec) £2
SL-110 Finescale rail joiners/fishplates (for code 70, 75 & 83) for OO & HO gauge - Pack of 24 (Pec) £2
SL-11 Insulated rail joiners/fishplates (for OO, HO & O gauge code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pec) £2
SL-10 Metal rail joiners/fishplates (for code 100 rails incl. Hornby, Peco & Peco Streamline). For OO, HO & O gauge - Pack of 24 (Pec) £2.20
20KADEE NEM362 Kadec coupling - Extra-Long (11.68mm) - Pack of four (Kad) £5
19KADEE NEM362 Kadec coupling - Long (10.76mm) - Pack of four (Kad) £5
18KADEE NEM362 Kadec coupling - Medium (8.63mm) - Pack of four (Kad) £5
17KADEE NEM362 Kadec coupling - Short (7.11mm) - Pack of four (Kad) £5

Wheel sets

R8096 12.6mm Metal disc wheels on axles (10 axles) (Hor) £12
R8264 14.1mm 2 hole coach wheels (pack of 10) (Hor) £14.50
R8097 Metal 3 hole disc wagon wheels on axles (10 axles) 12.6mm diameter (Hor) £14.50

Man-made scenic structure - railway-related

LK-55 76t Well type turntable (Pec) £41
R083 Buffer Stop (Hor) £1.80
R083 Box of 6 (Hor) £9.50
R460 Straight Platform (Hor) £3.50

Signals

DS3 One Touch three aspect home signal (red/yellow/green) - DCC fitted (Tra) £26
SSP1 Sensor Signal Starter Pack (Tra) £153
4L-002-001 Signal - Motorised, LMS home (OO/S&T) (Dap) £26

Bridges, Tunnels & Walls

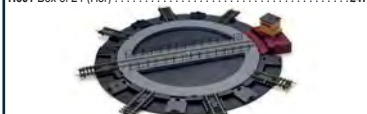


PO244 Retaining wall in red brick - 4 sections per pack - card kit (Met) £12

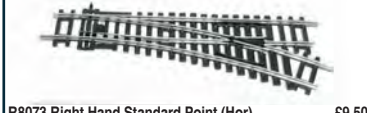


PO245 Retaining wall in stone - 4 sections per pack - card kit (Met) £12

R607 2nd radius double curve track (8 make a circle) (Hor)	£2.50
R607 Circle of 8 (Hor)	£18
R609 3rd radius double curve track (8 make a circle) (Hor)	£2.60
R609 Circle of 8 (Hor)	£20
R8262 Double 4th radius curve (8 make a circle) (Hor)	£3.20
R601 Double Straight (Hor)	£2
R601 Box of 24 (Hor)	£47



R070 Electrically Operated Turntable (Hor)	£64
R8222 Extension Pack B. Contains 1 x R8073, 2 x R600, 4 x R607, 1 x R606, 1 x R063 (Hor)	£26
R8223 Extension Pack C. Contains 1 x R8073, 2 x R600, 4 x R607, 1 x R606 (Hor)	£24.50
R8074 Left hand curved point (Hor)	£14
R8077 Left hand Express point (Hor)	£14.50
R8072 Left hand Standard Point (Hor)	£9.50
R603 Long Straight - 670mm (Hor)	£4
R8078 Right hand Express point (Hor)	£14.50



R8073 Right Hand Standard Point (Hor)	£9.50
ST-245 Setrack curved double radius left handed point insulfrog (Pec)	£14.50
ST-244 Setrack curved double radius right handed point insulfrog (Pec)	£14.50
ST-201 Setrack double straight (Pec)	£2
ST-240 Setrack No.2 radius left handed point insulfrog (Pec)	£9
ST-240 Setrack No.2 radius right handed point insulfrog (Pec)	£9
ST-204 Setrack Quad Straight (670mm) (Pec)	£3.50
ST-204 Box of 24 (Pec)	£82
ST-200 Setrack standard straight (Pec)	£1.40
ST-100 Setrack Starter Track Set - Second Radius (Pec)	£58
R610 Short Straight (Hor)	£3
R621 Single 970mm length of flexible track (Hor)	£1.20
R621 Pack of 24 (Hor)	£66
R600 Standard Straight (Hor)	£1.50
R600 Box of 24 (Hor)	£34

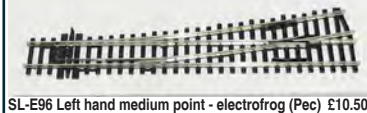
Track - Code 100 Streamline



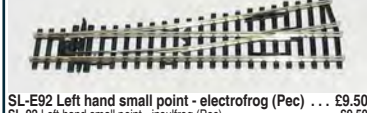
SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec)	£66
SL-100 Single (Pec)	£3
SL-102 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pec)	£3
SL-102 Pack of 25 (Pec)	£70
SL-E99 3 way medium radius point - electrofrog (Pec)	£27
SL-99 3 way medium radius point - insulfrog (Pec)	£27
SL-90 Double slip - insulfrog (Pec)	£33
SL-E87 Left hand curved point - electrofrog (Pec)	£12.50
SL-87 Left hand curved point - insulfrog (Pec)	£12.50



SL-E89 Left hand large point - electrofrog (Pec) £12
SL-89 Left hand large point - insulfrog (Pec) £12



SL-E96 Left hand medium point - electrofrog (Pec) £10.50
SL-96 Left hand medium point - insulfrog (Pec) £10.50



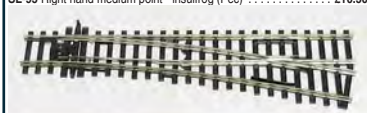
SL-E92 Left hand small point - electrofrog (Pec) £9.50
SL-92 Left hand small point - insulfrog (Pec) £9.50
SL-94 Long crossing - insulfrog (Pec) £10.50
SL-E86 Right hand curved point - electrofrog (Pec) £12.50
SL-86 Right hand curved point - insulfrog (Pec) £12.50



SL-E88 Right hand large point - electrofrog (Pec) £12
SL-88 Right hand large point - insulfrog (Pec) £12



SL-E95 Right hand medium point - electrofrog (Pec) £10.50
SL-95 Right hand medium point - insulfrog (Pec) £10.50



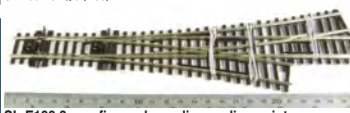
SL-E91 Right hand small point - electrofrog (Pec) £9.50
SL-91 Right hand small point - insulfrog (Pec) £9.50
SL-80 Single slip insulfrog (Pec) £32

Track - Code 75 Finescale

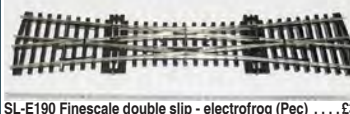
SL-108F 1 yard (91.5cm) length of Code 75 Wooden-sleeper nickel silver bullhead rail flexible track (Pec) £4
SL-108F Box of 25 (Pec) £98



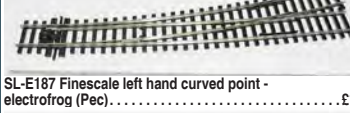
SL-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec) £72
SL-100F Single (Pec) £3



SL-E199 3 way finescale medium radius point - electrofrog (Pec) £29



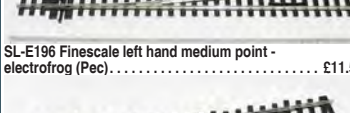
SL-E190 Finescale double slip - electrofrog (Pec) £38



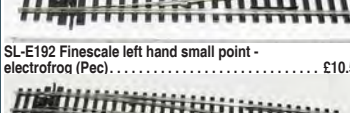
SL-E187 Finescale left hand curved point - electrofrog (Pec) £13



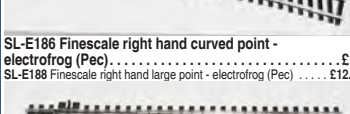
SL-E189 Finescale left hand large point electrofrog (Pec) £12.50



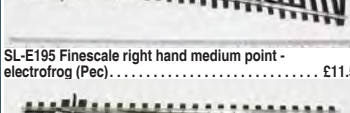
SL-E196 Finescale left hand medium point - electrofrog (Pec) £11.50



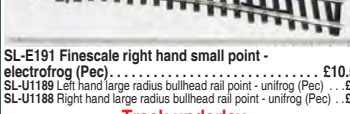
SL-E192 Finescale left hand small point - electrofrog (Pec) £10.50



SL-E186 Finescale right hand curved point - electrofrog (Pec) £13
SL-E188 Finescale right hand large point - electrofrog (Pec) £12.50



SL-E195 Finescale right hand medium point - electrofrog (Pec) £11.50



SL-E191 Finescale right hand small point - electrofrog (Pec) £10.50
SL-U1189 Left hand large radius bullhead rail point - unifrog (Pec) £26
SL-U1188 Right hand large radius bullhead rail point - unifrog (Pec) £26

Track underlay

SL-50 Roll of foam track underlay sleeper indentation. Suitable for Setrack and Streamline 5m long (16' 4") (Pec) £10
R638 Roll of track foam underlay Approx: 4880mm (16ft) (Hor) £13.50

Buses



76DC002 Duple Commander MkII - Grev Cars (Oxf) £17



76DC001 Duple Commander MkII - Southdown Motor Services (Oxf) £17



76PAN009 Plaxton Panorama - NBC Ribble (Oxf) £17

Commercial vehicles



76CTR002 Canvassed Trailer Maroon/Red (Oxf) £12
76DTR002 Dogdram Trailer Anderton & Rowlands (Oxf) £10



76SHP010 Leyland Sherpa Van in plain white (Oxf) **NEW** £6



76SHT002 Scammell Highwayman Tanker Pointer (Oxf) £14.50



76SHT001 Scammell Highwayman Tanker Shell/BP (Oxf) £14.50

Military ground vehicles



76BD024 Bedford OX Queen Mary Trailer RAF Blue (Oxf) £15.50



76SET65 Bloodhound Missile Set (Oxf) £23



76JCX002 JCB 3CX (1980s) Army (Oxf) £18.50

OO9 Narrow Gauge

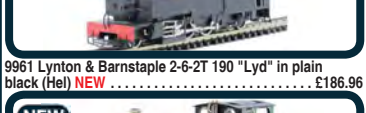
Steam locos



9955 Lynton & Barnstaple 2-6-2T "Exe" in L&B dark green (Hel) £209.95



9956 Lynton & Barnstaple 2-6-2T "Taw" in L&B dark green (Hel) £209.95



9961 Lynton & Barnstaple 2-6-2T 190 "Lyd" in plain black (Hel) **NEW** £186.96



9963 Lynton & Barnstaple 2-6-2T 190 "Lyd" in Southern Railway green - as preserved (Hel) **NEW** £186.96



9951 Lynton & Barnstaple 2-6-2T 760 "Exe" in Southern Railway green (Hel) £189.95



9952 Lynton & Barnstaple 2-6-2T 761 "Taw" in Southern Railway green (Hel) £189.95



9954 Lynton & Barnstaple 2-6-2T E759 "Yeo" in Southern Railway (Hel) £209.95

Track - Code 80 Setrack

ST-400 Setrack narrow gauge starter track pack - first radius (Pec) £68
ST-406 Setrack OO9 left-hand point - insulfrog (Pec) £9.50
ST-405 Setrack OO9 right-hand point - insulfrog (Pec) £9.50

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Track - Code 80 Streamline

SL-400 1 yard length of OO9 narrow gauge flexible track with wooden sleepers (Pec) £3.50
SL-400 Box of 25 (Pec) £3.50
SL-404 1 yard length of OO9 narrow gauge track 'mainline' wooden sleepers (Pec) £3.50
SL-404 Pack of 25 (Pec) £86



SL-E492 Left hand point electrofrog (Pec) £9.50
SL-E491 Right hand point electrofrog (Pec) £9.50

N Gauge Steam locos



2S-009-007 Class 2884 2-8-0 3822 in BR black late crest (Dap) £124
2S-007-018D Class 57xx Pannier 0-6-0PT 8763 in BR lined black early crest and later cab - DCC fitted (Dap) £100



2S-012-010 Class A1X 'Terrier' 0-6-0T 32636 in BR black late crest (Dap) £67.96



2S-012-011 Class A1X 'Terrier' 0-6-0T 751 in South Eastern and Chatham Railway green (Dap) £67.96



2S-008-011 Class A4 4-6-2 2512 'Silver Fox' in LNER grey valances (Dap) £124.38



2S-008-007 Class A4 4-6-2 60033 'Seagull' in BR green early emblem (Dap) £124
2S-020-002D Class B17 4-6-0 61664 'Liverpool' in BR green early emblem - DCC fitted (Dap) £134.23

Diesel locos

2D-018-008D Class 35 'Hymek' D7043 BR green small yellow panels - DCC fitted (Dap) £119



371-471 Class 37/0 37261 in Direct Rail Services blue (Gra) £114.71



2D-002-003 Class 50 50037 'Illustrious' in original Network SouthEast (Dap) NEW £123.21
2D-002-003D Class 50 50037 'Illustrious' in original Network SouthEast - DCC fitted (Dap) NEW £148.71



2D-002-002 Class 50 50040 'Leviathan' in BR large logo blue (Dap) NEW £123.21
2D-002-002D Class 50 50040 'Leviathan' in BR large logo blue - DCC fitted (Dap) NEW £148.71



2D-002-001 Class 50 50043 in BR blue - refurbished (Dap) NEW £123.21
2D-002-001D Class 50 50043 BR blue - refurbished - DCC fitted (Dap) NEW £148.71

NEW



2D-002-000 Class 50 D406 in BR blue - refurbished (Dap) NEW £123.21
2D-002-000D Class 50 D406 BR blue - refurbished - DCC fitted (Dap) NEW £148.71



2D-007-004 Class 66/5 66612 in unbranded Freightliner green (Dap) £90



2D-007-010 Class 66/6 66623 'Bill Bolsover' in Freightliner blue (Dap) NEW £90



2D-022-008 Class 68 68004 'Rapid' in Direct Rail Services blue (Dap) £119.85



2D-022-009 Class 68 68019 'Brutus' in TransPennine Express (Dap) £119.85

HSTs



2D-019-008 Class 43 HST 4-car book set in GNER blue (Dap) £160.89



2D-019-009 Class 43 HST 4-car book set in GWR Green (Dap) £160.89



2D-019-007 Class 43 HST 4-car book set in Virgin Trains East Coast (Dap) £160.89

Electric locos

2D-026-002D Class 86/2 86259 'Les Ross/Peter Pan' in BR electric blue - as preserved - DCC fitted (Dap) £118.96

DMUs



2D-021-003 Class 156 156403 in Regional Railways express Central Trains branding (Dap) £114.71

Coaches



374-165 BR MK1 FK First Corridor Intercity (Gra) .. £33.96

Wagons



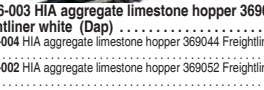
2F-026-005 HIA aggregate limestone hopper 369002 Freightliner green (Dap) £21.50



2F-026-001 HIA aggregate limestone hopper 369008 in Freightliner green (Dap) £21.50



2F-026-003 HIA aggregate limestone hopper 369027 in Freightliner white (Dap) £21.50



2F-026-004 HIA aggregate limestone hopper 369044 Freightliner white (Dap) £21.50



2F-026-002 HIA aggregate limestone hopper 369052 Freightliner green (Dap) £21.50

Accessories

Model railway spares

SL-311 Insulated Rail Joiners/Fishplates for N & OO9 gauge (12 per pack) (Pec) £1.70
SL-310 Rail Joiners/Fishplates for N & OO9 gauge (24 per pack) (Pec) £2

Man-made scenic structure - non-railway
GM394 Zebra crossing road markings - self adhesive (Gau) NEW £1.40

Track - Code 80 Setrack

ST-6 Setrack left hand point insulfrog (Pec) £8.50
ST-45 Setrack Left-hand curved turnout (Pec) £14
ST-5 Setrack right hand point insulfrog (Pec) £8.50
ST-3011 ST-11 double straight track - 174mm - pack of eight (Pec) £12.50

Track - Code 80 Streamline



SL-300 Pack of 25 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec) £64

SL-300 Single (Pec) £3
SL-396 Left hand medium point electrofrog (Pec) £9.50
SL-396 Left hand medium point insulfrog (Pec) £9.50



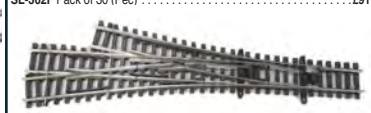
SL-E395 Right hand medium point electrofrog (Pec) £9.50
SL-395 Right hand medium point insulfrog (Pec) £9.50

Track - Code 55 Finescale



SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleeper track (Pec) £84

SL-300F Single (Pec) £3
SL-302F 1 Yard of Nickel Silver Flexible Track Concrete Sleepers (Pec) £3.50
SL-302F Pack of 30 (Pec) £91



SL-E399F 3-way finescale turnout (Pec) £28



SL-E387F Finescale curved double radius left hand point electrofrog (Pec) £11
SL-E386F Finescale curved double radius right hand point electrofrog (Pec) £11



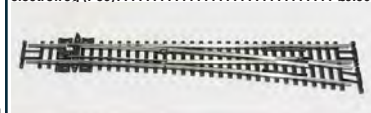
SL-E390F Finescale double slip electrofrog (Pec) £38



SL-E389F Finescale left hand large point electrofrog (Pec) £11
SL-U396F Finescale left hand medium point unifrog (Pec) £10.50



SL-E392F Finescale left hand small point electrofrog (Pec) £9.50



SL-E388F Finescale right hand large point electrofrog (Pec) £11

SL-U395F Finescale right hand medium point unifrog (Pec) £10.50
SL-E391F Finescale right hand small point electrofrog (Pec) £9.50
SL-E383F Finescale scissors crossover electrofrog (Pec) £63
SL-E380F Finescale single slip electrofrog (Pec) £37



SL-E397F Finescale Y Point. Electrofrog (Pec) £10.50

Commercial vehicles



NSHL01TK Scania Highline Tanker BP (Oxf) £13



NTCAB006 Scania T Cab semi low loader 'Sandy Kydd' (Oxf) NEW £13

O Gauge (1:43 Scale) Steam locos



4300 Class 43xx Mogul 2-6-0 4339 in GWR green Great Western lettering (Hel) £662.15



6104 Class 61xx 'Large Prairie' 2-6-2T 6132 in BR lined green late crest (Hel) £594.15

75-024-002S Class 64xx 0-6-0PT pannier 6417 in Great Western green shirbutton emblem - DCC sound fitted (Dap) (RRP £550) BARGAIN £395



75-024-003 Class 64xx 0-6-0PT pannier 6435 in BR black early emblem (Dap) (RRP £400) BARGAIN £295



75-010-013S Class A1 'Terrier' 0-6-0T 751 in SECR green - DCC sound fitted (Dap) £340

Diesel locos



2594 Class 05 shunter No.2 in CEBG yellow wasp stripes (Hel) (RRP £395) BARGAIN £195



7D-008-009 Class 08 shunter D3002 in BR green late crest and wasp stripes (Dap) £191.25



2006 Class 20 in BR blue full yellow ends, 1980s style warning flashes and headcode discs - Exclusive to Hatton's (Hel) (RRP £599) BARGAIN £395



2007 Class 20 in BR Railfreight grey full yellow ends, 1980s style warning flashes and headcode discs - Exclusive to Hatton's (Hel) (RRP £599) BARGAIN £395



2559 Class 25/3 in BR blue - weathered and unnumbered (Hel) £446.25

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for more details



2556 Class 25/3 in BR green full yellow ends - unnumbered (Hel) £446.25



2555 Class 25/3 in BR green small yellow panels - unnumbered (Hel) £446.25



3750 Class 37/4 37401 "Mary Queen of Scots" in BR large logo blue yellow headcode boxes - Exclusive to Hatton's (Hel) £549



3751 Class 37/4 37408 "Loch Rannoch" in BR large logo blue black headcode boxes - Exclusive to Hatton's (Hel) £549



3741 Class 37/4 in BR large logo blue - unnumbered (Hel) £509.15



3742 Class 37/4 in Intercity Mainline - unnumbered (Hel) £509.15



4202 Class 42 Warship D869 "Zest" in BR maroon small yellow panels (Hel) (RRP £699) BARGAIN £495



8910 Class 128 parcels DMU W55991 in BR green speed whiskers (Hel) (RRP £599) BARGAIN £295



8911 Class 128 parcels DMU W55993 in BR green speed whiskers (Hel) (RRP £599) BARGAIN £295



4956 Mk1 BG full brake in Royal Mail red (Hel) (RRP £325) BARGAIN £147



4931 Mk1 FK first corridor in BR maroon - unnumbered (Hel) £169.50



4911 Mk1 SO second open in BR maroon - unnumbered (Hel) £169.50



4933 Mk1 TSO second open in BR blue and grey - unnumbered (Hel) £169.50

Wagons



7F-058-008 14-ton Type A tank wagon - "National Benzole" (Dap) £44.63



7F-058-006 14-ton Type A tank wagon - "Ronuk" (Dap) £44.63



7F-059-009 14-ton Type B tank wagon - "Berry Wiggins" (Dap) £44.63



7F-017-004 4 wheel lime van - "George Brown, Kidderminster" (Dap) £42.50

7F-017-004W 4 wheel lime van - "George Brown, Kidderminster" - weathered (Dap) £42.50



7F-018-006 4 wheel salt van - "Snowdrift Salt, Stafford" (Dap) £42.50

7F-018-006W 4 wheel salt van - "Snowdrift Salt, Stafford" - weathered (Dap) £42.50



7F-048-008 HAA MGR coal hopper 354469 in Railfreight Coal Sector yellow cradle (Dap) £46.71

100MO Single track controller for O gauge - 2.5amp (Gau) £80



SL-700BH Box of 12 1 Yard O Gauge Flexible Nickel Silver Track (Bullhead Nickel Silver Rail) (Pec) £75

SL-700BH Single (Pec) £6.50

SL-700BH Right hand O gauge curved turnout (Pec) £6.50

ST-725 Setrack Bullhead 2nd radius standard curve 410mm (16") (Pec) £43

ST-751 Setrack second radius Unifrog left hand point (Pec) £43

ST-750 Setrack second radius Unifrog right hand point (Pec) £43

SL-787BH Y point bullhead rail & electrofrog (Pec) £43

Buses



43WFA001 Weymann Fanfare - South Wales - 25 Years of Oxford Diecast (Oxf) £37.50

Cars



VA12906 Audi quattro - Sable Brown Metallic (Cor) £27



VA10014 Ford Sierra Sapphire RS Cosworth 4x4 - Sussex Police (Cor) £27

Public service vehicles



VA09013 Rover SD1 Vitesse - Granplan Police (Cor) £27

Commercial vehicles



43CF001 Bedford CF Ice Cream Van/Morrison - "Mr Whippy" (Oxf) £14.50

Military ground vehicles



VA01427 Morris Mini Van, The Red Arrows (Cor) £27

Any or Multiple Scales

Analogue controllers



COMBI Combi 12v 1Amp Single Track Controller Transformer (Gau) £34



D Double/Twin track power controller (Gau) £86

Q Quadruple 4 circuit power controller (Gau) £149

M1 Transformer Output 2 x 16v AC 1A (Gau) £42

CDU Capacitor Discharge Unit (Gau) £11

Analogue power supplies

Analogue point control



PLS-100 SmartSwitch Set for 4 servo control & operation, switches, control board & digital readout for Analogue operation (Pec) £61

PL-15 Twin Microswitch (Pec) £7.50

Digital decoders

Imperium1 "Imperium" 21 Pin MTC 6-function DCC decoder (Dap) £19.51

Imperium2 "Imperium" Next 18 Pin MTC 6-function DCC decoder (Dap) £19.51

DCR-21Pin-Direct-V2 21-pin 6-function 1.1Amp direct plug decoder back EMF (Hat) £16.50

DCR-8PIN-Direct 8-pin 2-function 1.1Amp direct plug decoder back EMF (Hat) £17

DCC23 6-pin 2-function 1A (2A peak) decoder (suitable for N gauge) (Gau) £24

BDCC23 6-pin 2-function 1A (2A peak) decoder - pack of 5 (Gau) £107

DCR-8PIN-HarnessMini 8-pin (harness) 2-function 1.1Amp small & thin (mini) decoder back EMF (Hat) £16

DCR-8PIN-HarnessMini Box of 5 (Hat) £72

DCR-8PIN-HarnessMini Box of 10 (Hat) £128

DCR-8PIN-Harness Box of 10 8-pin (harness) 4-function 1.1Amp decoder back EMF (Hat) £120

DCR-8PIN-Harness Single (Hat) £18

DCR-8PIN-Harness Box of 5 (Hat) £68

R8249 8-pin 4-function 2-sided 0.5A (1A peak) decoder (Hor) £16

R8249 Box of 6 (Hor) £92

DCR-8PIN-Direct 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hat) £17

DCR-8PIN-Direct Box of 5 (Hat) £77

DCR-8PIN-Direct Box of 10 (Hat) £136

R8115 TTS DCC Sound Decoder 8 pin plug - "Merchant Navy" 4-6-2 steam loco (Hor) £38

R8117 TTS DCC Sound Decoder 8 pin plug - "Princess Coronation" 4-6-2 steam loco (Hor) £36

R8118 TTS DCC Sound Decoder 8 pin plug - Class 20 diesel (Hor) £36

R8110 TTS DCC Sound Decoder 8 pin plug - Class 4073 "Castle" 4-6-2 steam loco (Hor) £36

R8113 TTS DCC Sound Decoder 8 pin plug - Class 9F 2-10-0 steam loco (Hor) £36

R8106 TTS DCC Sound Decoder 8 pin plug - Gresley Class A1 and A3 4-6-2 steam locos (Hor) £36

R8107 TTS DCC Sound Decoder 8 pin plug - Gresley Class A4 4-6-2 steam loco (Hor) £36

R7146 TTS digital sound decoder - Class 08 shunter (Hor) £38



R7143 TTS digital sound decoder - Class 7MT "Britannia" (Hor) £38

R7141 TTS digital sound decoder - Class 8P Rebuilt Merchant Navy (Hor) £38

R7140 TTS digital sound decoders - Class 43 HST Valenta - Pack of two (Hor) £53

Digital control accessories



36-561 EZ Command Dynamics 4-output point decoder (similar to Hobby R8247) (Bac) (RRP £45.35) BARGAIN £24.50

Digital controllers



524-042 NCE Power Cab 2 Amp Digital DCC controller (NCE) £154

DCC14 Prodigy Advance 2 Backlit Walkaround controller (Gau) £124

DCC01 Prodigy Express 1.6 Amp DCC controller - complete starter pack (Gau) £159.50



DCC06 Prodigy Express 1.6 Amp Digital controller WiFi capability - complete starter pack (Gau) £224

Digital control accessories

BDCC80 Pack of three DCC autotroop polarity reversal switches - for electrofrog points (Gau) £14.50

Point motors

PL-10WE High performance turnout point motor extended pin (Pec) £7

PL-10 Point Motor (Switch Machine) (Pec) £6

PL-10 Bag of 6 (Pec) £34

PL-10E Point Motor Extended Pin (use PL-9) (Pec) £6

PL-10E Bag of 6 (Pec) £34

PM-2 Seep point motor (Gau) £4

PM-4 Seep point Motor Self Latching Switch (Gau) £5

PM-1 Seep point motor accessory switch (Gau) £5

PL-11 Side/surface mounted point motor (Pec) £8

Switches and levers

PL-13 Accessory Switch for fitting to turnout motor PL10 (Pec) £3

PL-26B Passing Contact Switch - Black Lever (Pec) £6

PL-26R Passing Contact Switch - Red Lever (Pec) £6

PL-26Y Passing Contact Switch - Yellow Lever (Pec) £6

Accessories

SL-14 Track Fixing Pins (Pec) £1.70

Track underlay

JCS18L Cork underlay sheet - 1/8" thick - 24" x 36" (Jav) £9

Railway publications

GMRC1 The Great Model Railway Challenge - special bookazine (Pec) £4.99

Paint - acrylic

PS-371 Track bed weathering kit - modern era (Pec) £13.50

PS-370 Track bed weathering kit - steam era (Pec) £13.50

Glues

AD-57 Rocket Card Glue. Clean, Neat & Instant Card Modelling Glue (Ideal For Superquick & Metacalfe) - 50ml (Del) £6

AD-85 Rocket odourless glue - 3g (Del) £2.80

Display and storage

HZ-OM07a Modular Organizer brushes and tools module 1 - flat-pack kit (Hob) £12

HZ-OM03 Modular Organizer corner drawers module - flat-pack kit (Hob) £24

HZ-OM01a Modular Organizer drawers module x 6 - flat-pack kit (Hob) £19

HZ-OM02b Modular Organizer flat drawers module x 2 - flat-pack kit (Hob) £15

HZ-OM02a Modular Organizer flat drawers module x 3 - flat-pack kit (Hob) £15



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R3753 - Beggs Tooling Class 264 'Pug' 0-4-0ST 854 - Era 2/3.....	£31.49
R3728 - BR Class 21 'Pug' 0-4-0ST 51207 - Era 4.....	£62.99
R1233 - The Coca Cola Christmas Train Set.....	£72.00
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R3715 - LMS Princess Coronation 4-6-2 6224 Princess Alexandra.....	£170.99
R3774 - DB Cargo UK Class 67 67024 Belmont British Pullman - Era 11.....	£143.99
R3805 - BR Class SMT 4-6-0 45379 - Era 11 (Limited Edition).....	£157.49
R3701 - BR A4 Class 4-6-2 60028 'Walter K Whigham' - Era 4.....	£152.99
R3758 - EWS Class 47/7 Co-Co 47799 'Prince Henry' - Era 9.....	£71.99
R3757 - EWS Class 47/7 Co-Co 47798 'Prince William' - Era 9.....	£71.99
R1236 - Mixed Freight Train Set.....	£188.99
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R3705 - John Dewar & Sons R&H 48DS 0-4-0 No. 458957 - Era 8.....	£71.99
R3719 - GWR Class 5101 'Large Prairie' 2-6-2T 4154 - Era 3.....	£125.99
R3721 - GWR Class 61xx 'Large Prairie' 2-6-2T 6110 - Era 3.....	£125.99
R3727 - LMS Class 21 'Pug' 0-4-0ST, 11244 - Era 3.....	£62.99
R3707 - Longmorn Distillery R&H 48DS, 0-4-0 Queen Anne - Era 7.....	£71.99



R3635



R3805



R1236



R3704

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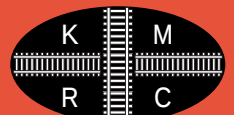


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4F-061-003 YRV Bogie Bolster E Wagon No. 923528 BR Bauxite w/S&T branding.....	£26.95
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39-176D Bachmann BR Mk1 BG Full Brake Coach E80533 BR Maroon.....	£27.95
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39-412A BR Mk2A BFK Brake First Corridor Coach No. 17097 Network SouthEast.....	£27.99
39-361A Bachmann BR Mk2A TSO Tourist Second Open Coach E5406 BR 'Inter City'.....	£29.99
39-363A Bachmann BR Mk2A TSO Tourist Second Open Coach 5354 Network SouthEast.....	£29.99
39-410A Bachmann BR Mk2A BFK Brake First Corridor Coach W17069 BR.....	£28.99
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NEW RELEASES - N GAUGE

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2D-002-001 Class 50 Diesel Locomotive No. 50 043 BR Blue - Unrefurbished.....	£123.95
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2D-002-002 Class 50 Diesel Locomotive No. 50 040 "Leviathan" BR Large Logo.....	£123.95
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2F-026-001 HIA Hopper Wagon No. 369008 Freightliner Heavy Haul Green.....	£22.95

2F-026-002 HIA Hopper Wagon No. 369052 Freightliner Heavy Haul Green.....	£22.95
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2F-026-005 HIA Hopper Wagon No. 369002 Freightliner Heavy Haul Green.....	£22.95
2F-026-006 HIA Hopper Wagon No. 369020 Freightliner Heavy Haul Green.....	£22.95

DAPOL/GAUGEMASTER COLLECTION N

GM2210101 Class 66 Diesel Locomotive No. 66 789 "British Rail 1947-1997" BR.....	£101.95
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GRAHAM FARISH N

372-775 C Class 0-6-0 No. 271 SECR Plain Green.....	£127.95
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372-777 C Class 0-6-0 No. 31227 BR Black E/E.....	£114.95
373-560 100 Ton TEA Bogie Tank Wagon "ESSO".....	£36.95
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374-064C BR Mk1 SK Second Corridor Coach.....	£33.95
374-065 BR Mk1 SK Second Corridor Sealink Coach.....	£33.95
374-066 BR Mk1 SK Second Corridor Coach BR Blue & Grey ScotRail, weathered.....	£37.99
374-082A BR Mk1 BCK Brake Second Corridor Coach BR Chocolate & Cream.....	£33.99
374-084B BR Mk1 BCK Brake Corridor Composite Coach No. M21195 BR Maroon.....	£33.95
374-085B BR Mk1 BCK Brake Corridor Composite Coach Blue & Grey.....	£33.99
374-189C BR Mk1 BSK Brake Second Corridor Coach BR Chocolate & Cream.....	£33.99
374-196 BR Mk1 BSK Brake Second Corridor Coach Sealink.....	£33.99

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42-036 Sectional Linedside Hut.....	£8.95
42-288 Low Relief Urban Stone Walling.....	£10.95
42-548 Station Signage Set.....	£8.95
42-587 Fibre Board Hut.....	£8.95
42-590 Tail Retaining Walls.....	£10.95
42-595 Sleeper Build Fencing x 4.....	£8.95

METCALFE N

PN902 Mixed Stonework.....	£5.80
PN913 Double Track Engine Shed.....	£13.50
PN937 Settle/Carlisle Double Track Engine Shed.....	£13.50
PN951 Manor Farm Buildings.....	£9.00
PN971 Low Relief Bank & Shop.....	£9.50
PN972 Low Relief Pub & Shops.....	£9.50

PECO N

NR-P424 Wagon "Lunt" No 724.....	£9.50
NR-121D 10ft Wheelbase Chassis Kit. Steel-type with disc wheels.....	£3.76

BARGAINS - N GAUGE

GRAHAM FARISH N

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371-357 Class 60 Diesel Locomotive No. 60 057 "Adam Smith" Trainload Coal.....	£80.95
371-383A Class 66 Diesel Locomotive No. 66 101 DB Schenker.....	£86.95
371-397 Class 66 Diesel Locomotive No. 66 434 DRS Plain Blue Compass.....	£91.95
371-398 Class 66 Diesel Locomotive No. 66 779 "Evening Star" GBRF Green.....	£84.95
371-505 Class 101 2 Car DMU Set No. L837 BR Network SouthEast.....	£107.95
372-310 Merchant Navy Class Steam No. 35024 "East Asiatic Company" BR Blue.....	£114.95
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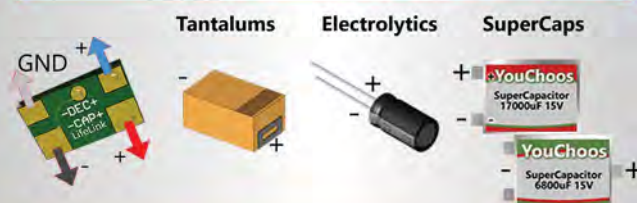
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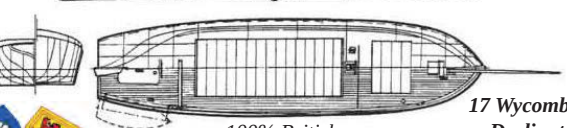


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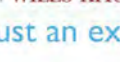
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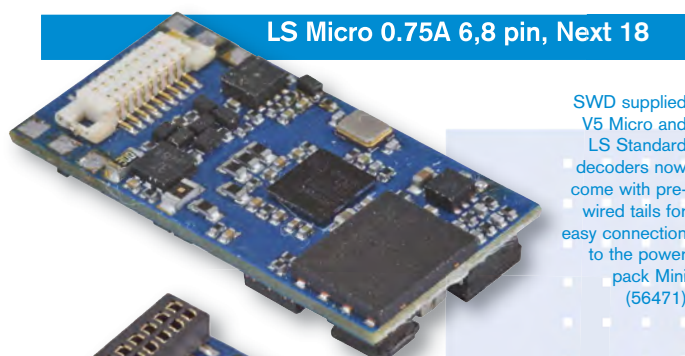
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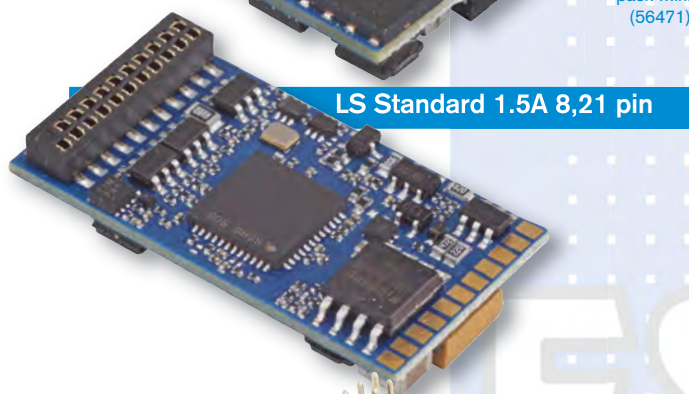
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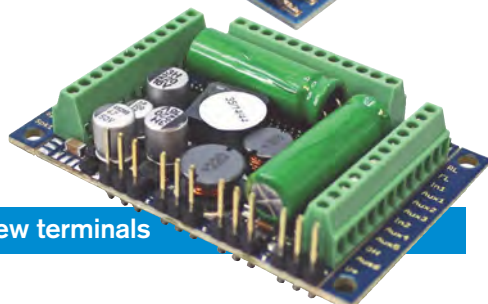
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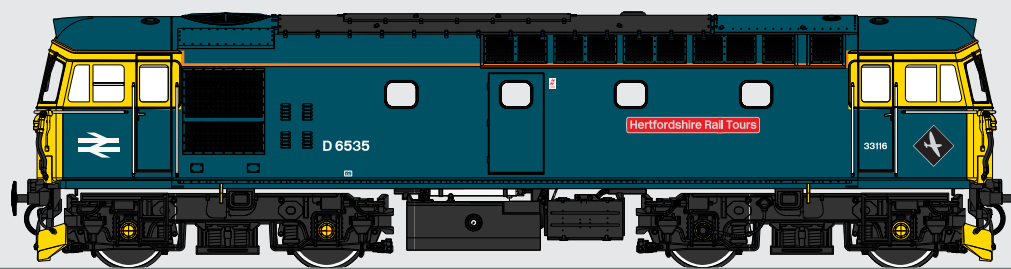


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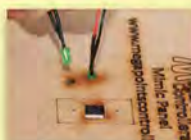


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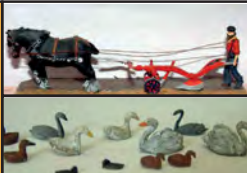
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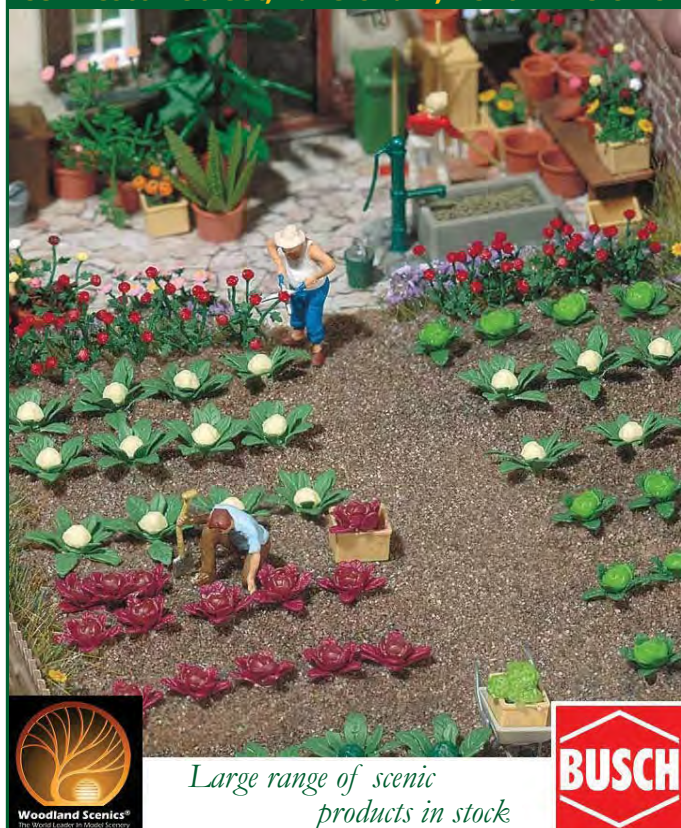
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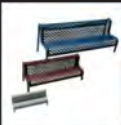
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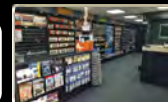
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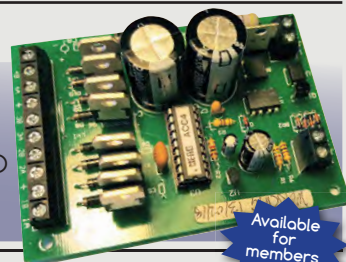
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READING TOYFAIR & EXHIBITION INCL READING VINTAGE, Sunday 27th October. Rivermead Leisure Centre, Richfield Avenue, Reading, RG1 8EQ. Early entry 8.30am - £10, 9.30am entry - £7.00, 10.30am-3.00pm £4.00 entry, Accom Children under 16 Free, Tony Oakes Fairs 01270 652773

BOLTON STADIUM The Premier Suite, Burnden Way, Horwich, Bolton, Lancashire, BL6 6JW Sunday 3rd November 2019 10.30am-3pm 280 stalls Adults £3.50 Seniors £3 Children £1 (under 5s free) FREE PARKING www.bpfairs.com Tel: 016048 46688

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KIDDERMINSTER TOYFAIR, Sunday 10th November. Gilt Edge Leisure Centre, Zortech Avenue, Kidderminster. DY11 7DY (off A451). 10.30am-2.00pm, £1.50 entry, Tony Oakes Fairs 01270 652773

SANDOWN PARK TOY & TRAIN COLLECTORS FAIR Europe's No1 Toy Collectors Fair Sandown Exhibition Centre, Sandown Park Racecourse, Portsmouth Rd, Esher, Surrey, KT10 9AJ Saturday 16th November 2019 10.30am-3pm Adults £6 Seniors £5.50 Children £2 (under 5s free) FREE PARKING www.bpfairs.com Tel 01604846688

WREXHAM HOBBIES AND MODEL RAILWAY SHOW, Saturday 16th November 2019, 10.30am - 3.30pm Wrexham Memorial hall, Bodhyfryd Wrexham LL12 7AG Wrexham town centre Admission Adults £3.50 Children £1.00. Contact: Barry Stockton on 0151-334 3362

TRAIN & TOY COLLECTORS FAIR - Haydock Park Racecourse - Sunday 24th November 2019 10.30am - 2.00pm Haydock Park Racecourse, The Exhibition centre, WA12 OHQ - (M6 Junction. 23 - 1 mile) Up to 85 tables Admission - Adults £2.00 Children 50p Contact: Barry Stockton on 0151 334 3362

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NEXT ISSUE

CHILCOMPTON TUNNEL

The famous twin-bore tunnel at Chilcompton is the setting for Steve Jones' latest 'OO' gauge creation. With its simple track plan, this rural setting is the perfect place to watch the trains go by, recreating the days of steam on this long-lost railway.



NORWOOD JUNCTION

West Croydon station was the inspiration for Simon Paley's comprehensively signalled 'OO' exhibition layout Norwood Road. Next issue he explains its story which includes fully interlocked signalling that makes operating this digital layout as close to running the real railway as possible.



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- FREE 2020 calendar
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- Inspirational layouts

WARLEY 2019

The Warley National Model Railway Exhibition at the NEC in Birmingham is now fast approaching and this year's *Hornby Magazine* stand will be showcasing a collection of layouts. Find out more in the next issue when we reveal our plans for this not to be missed event.



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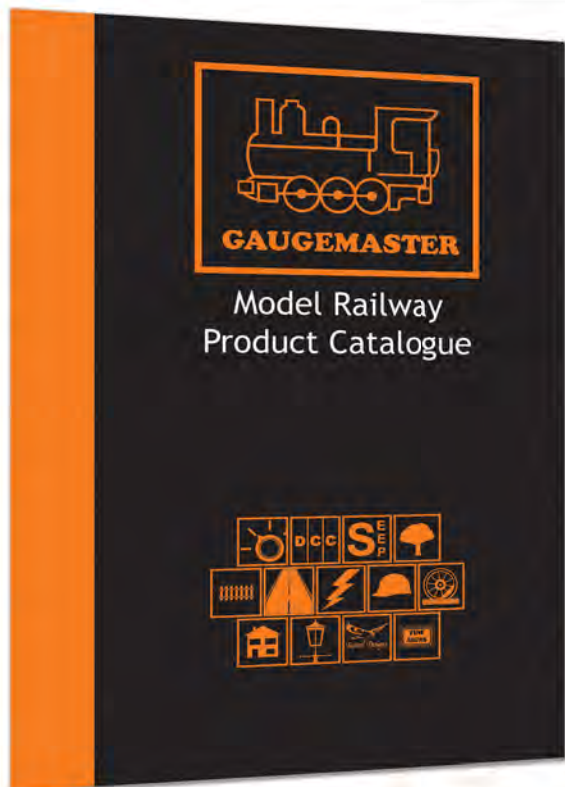
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